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SHOW REPORT WAR AND PEACE 2011

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Issue 67 - November 2011
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BABY BATTLE BUGGY
Vulcan's brand new 1:35 scale Vickers Light Tank Mk.VI B

COMBAT PIONEER
Kitbashed and Converted M728 CEV

MUDLARK!
Tamiya's 1:35 Sd.Kfz.232 in desert camouflage

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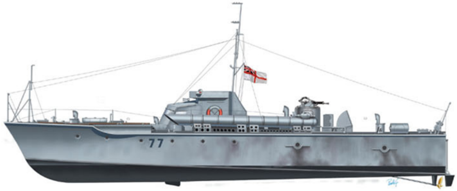

MTB Vosper 73' 6"

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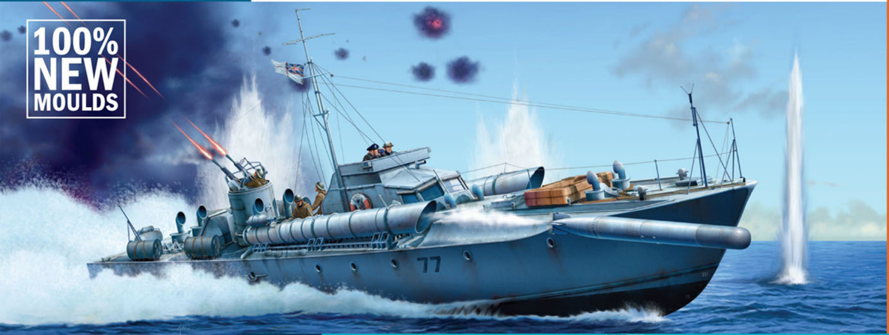
PRMKitCollection



5610 **MBT Vosper 73'6"** *Decals for* **1:35**

Vosper soon in your harbor!

The **PRM,** Photographic Reference Manual: brief history, walkaround and colored profile

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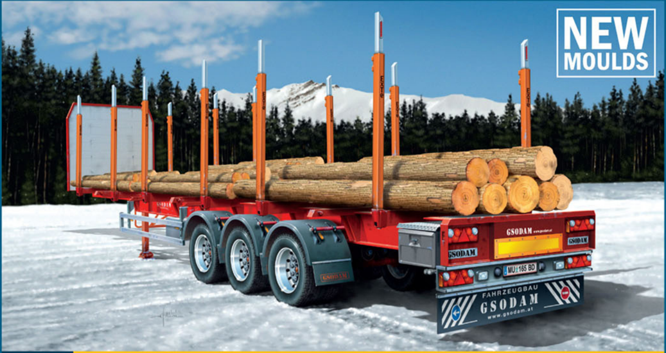

3868 **Timber Trailer** **1:24**

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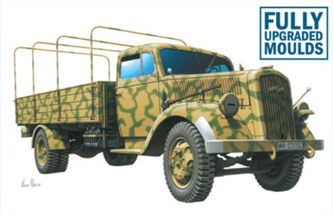

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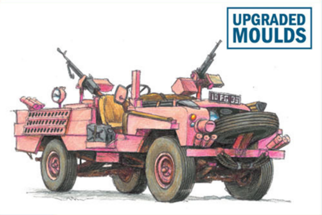

6501 **S.A.S. Recon Vehicle "Pink Panther"** **1:35**

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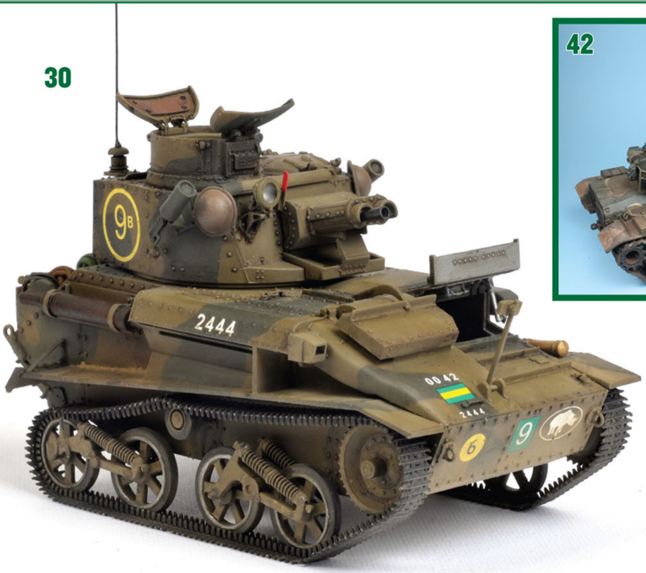

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Prince Visits The Tank Museum

LIFE IN THE
131

His Royal Highness The Earl of Wessex visited The Tank Museum whilst in Bovington to mark the 40th anniversary of the formation of the Royal Wessex Yeomanry.

Prince Edward, who is the honorary Colonel of the Dorset based Territorial Army unit, was given a tour of the Museum by 21 year old Marcus Cribb of Weymouth, who is both an Officer Cadet with the regiment and a Warden at The Tank Museum.

Marcus said; "The Prince was fascinated by our WWII vehicles, and the vehicles that have been used by the Royal Wessex Yeomanry and its antecedents, such as the Valentine, Sherman and the Stuart."

"This was his first visit to The Tank Museum, he was really enthusiastic and had a surprisingly impressive technical knowledge. He said that he would have liked more time to explore the museum," he added.

The Royal Wessex Yeomanry was formed in 1971 from an amalgamation of The Royal Wiltshire Yeomanry, The Royal Gloucester Hussars and the Royal Devon Yeomanry. It is based at the Armour Centre in Bovington. ■

HAYNES PUBLISH TIGER TANK OWNERS' WORKSHOP MANUAL

With only six Tiger tanks still in existence, not many people will need to consult Haynes' latest publication when contemplating changing the transmission fluid in their Tiger.

But the new Haynes Tiger Tank Owners' Workshop Manual offers an unprecedented insight into owning, operating and maintaining one of history's most awesome fighting machines – and it is written by the only people in the world with recent practical experience of running a Tiger 1.

The Tank Museum is home to Tiger 131, the only complete and working example in the world today. This new book, written by Curator David Willey, Historian David Fletcher and Workshop Manager Mike Hayton, provides a window into the history, workings and operating procedures of this World War Two legend. The fully illustrated manual utilises the approach and format adopted for the Haynes Spitfire and Lancaster Manuals and is the first title in the series to feature an armoured fighting vehicle.

Museum Curator David Willey says: "Tiger 131 is probably our most famous exhibit, not least because the Tiger tank itself has an almost mythical reputation. In undertaking this project we have taken a much more sober and practical view of the vehicle. By avoiding the often seen and heard hyperbole and myth-reinforcing, this book gives readers the opportunity to really get under the Tiger's skin, with practical and technical information on how it works, how it's used and looked after, and how it was fought in."

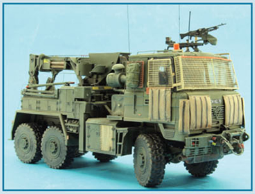
The book features personal recollections from those who commanded Tigers in war and answers important questions as to why so few of the 1,355 tanks produced survive, and where those that have can be found.

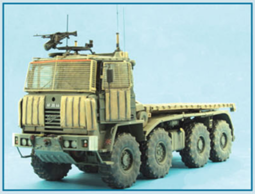
TIGER TANK
Owners' Workshop Manual

The Foreword has been written by Peter Gudgin MC. In 1942, as a young lieutenant with 48 RTR, the Churchill tank he was commanding was knocked out by Tiger 131 in its last engagement before capture.

Wounded in the action he was returned to England where he was posted to the School of Tank Technology. There, by sheer serendipity, Peter's task was to produce an examination report on Tiger 131 – the first Tiger tank to be captured intact by the Allies.

The Tiger Tank Owners' Workshop Manual is available from The Tank Museum (***www.tankmuseum.org***), and all good bookshops, RRP £19.99.





New Releases from Accurate Armour

Accurate Armour has been busy as usual with a batch of impressive new releases including the following:

- A140 AS90 155mm ULC Ammunition set
- K158 Foden 6x6 Recovery Operation HERRICK version
- K180 Foden IMMLC DROPS Operation HERRICK version

These releases and more may be viewed and purchased online from Accurate Armour's website
www.accurate-armour.com

Repairing the Panzers Vol. 2 Coming in November

Why did the Blitz against Russia fail? How did winter and desert conditions affect operational readiness? Why weren't captured Russian vehicles pressed into service like French and other vehicles were? What was the purpose of the 'Panzerstützpunkt' of 1944? What kept heavy Panzers from mixing in with lighter Panzers? What really caused the loss of brand new Panzers?

The answers to these and other questions can be found here in Vol. 2 of "Repairing the Panzers." Based solely on original experience reports, diaries and manuals, you will learn how small parts led to big problems, how herculean efforts led to diminishing returns, and, for the first time, you will go behind the scenes and learn how reliable the infamous Panthers and Tigers really were.

These new findings are presented in 256 pages, illustrated with 279 photos, most of them unpublished, supported by original drawings, diagrams and tables.

More details, including page samples & vehicle listing can be found on the Panzerwrecks website
www.panzerwrecks.com

REPAIRING THE PANZERS
GERMAN TANK MAINTENANCE IN WORLD WAR 2
BY LUKAS FRIEDLI
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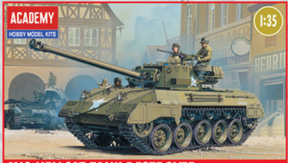
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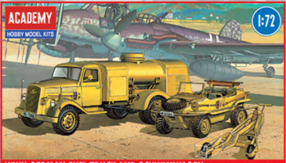
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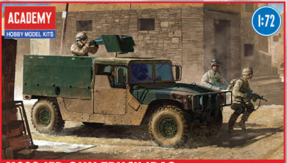
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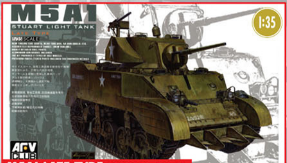
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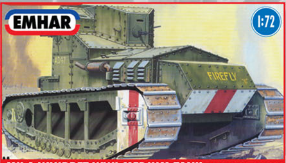
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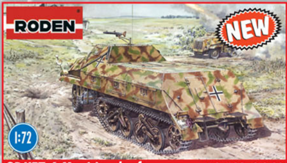
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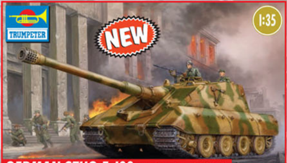
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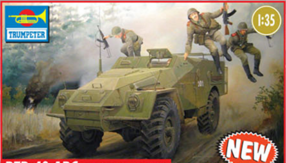
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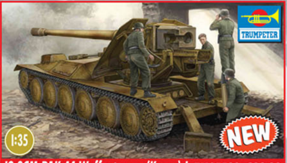
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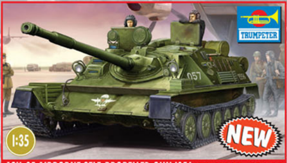
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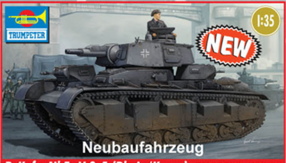
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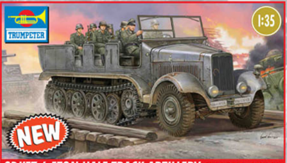
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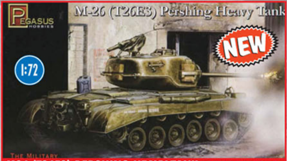
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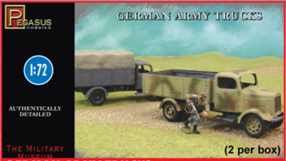
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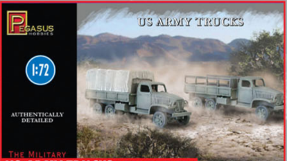
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WARRIOR
MECHANISED INFANTRY COMBAT VEHICLE

Stuart Ransley describes the development, specifications, upgrades and variants of this versatile British vehicle.

The Warrior is the current Mechanized Infantry Combat Vehicle for the British Army. It was originally developed to replace the older FV430 series vehicles. With the introduction of the Challenger 1 Main Battle Tank it was found that the FV432 Armoured Personnel Carrier couldn't keep up with the new tank. There are seven different versions of the Warrior currently in service with the British and Kuwaiti Armies. It has seen service in the former Yugoslavia, Iraq and Afghanistan.

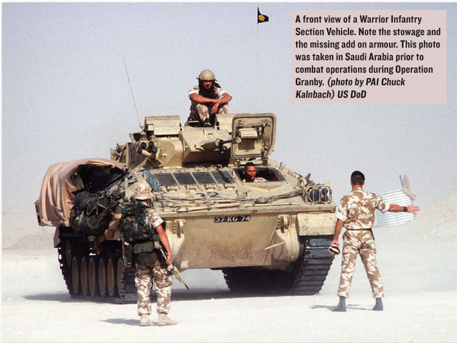
DEVELOPMENT

The first proposals were made for the future Armoured Personnel Carrier requirements of the British army in 1967. Further feasibility studies were conducted by the then Fighting Vehicle Research and Development Establishment for the Ministry of Defence (MoD) from 1968 to 1971. These studies resulted in Project Definition 1. The concept of this project called for a 30 ton vehicle that was protected by the new Chobham armour. It was to be powered by a 750 hp diesel engine and carry a 30mm Rarden cannon. This concept was eventually abandoned due to high costs. However, further design work was carried out.

In 1976 GKN Sankey was selected as the prime contractor. Further design work resulted in Project Definition 2, also now known as the MCV 80 Programme. 14 prototypes were built and after testing against the M2 Bradley the MCV 80 was selected by the Ministry of Defence in 1985 and received the name Warrior at that time. Production began in January 1986 with the complete hull built by GKN (now part of Alvis Plc), the turret built by Vickers Defence Systems and the engine by Perkins. These were all assembled at Telford Shropshire. The first production batch consisted of 290 vehicles. The first of these were formally handed over to the British Army in May 1987. The first unit to receive the new Warrior was the Ist Battalion Grenadier Guards. They became operational with the Warrior in mid-1988.

PERFORMANCE

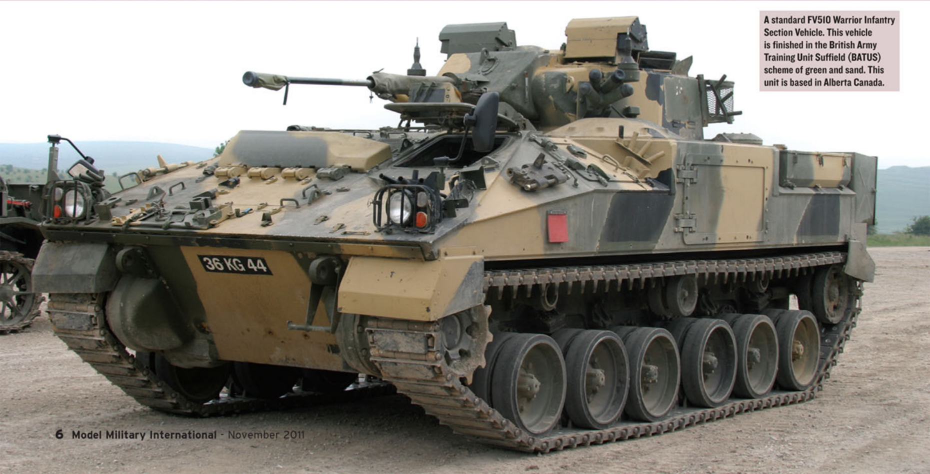
The Warrior is fitted with a 17.4 litre turbo-charged V8 diesel engine. This, combined with a Perkins X-400-4B fully automatic transmission, delivers the 25.4 ton Warrior a top road speed of 75 km/h. This gives the Warrior the speed and performance to keep up with the Challenger 2 main battle tanks over most terrains.



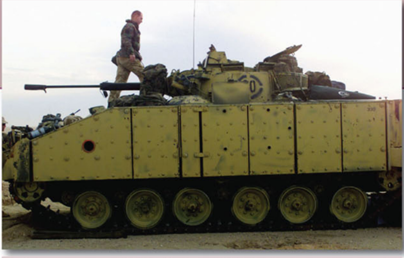
A front view of a Warrior Infantry Section Vehicle. Note the stowage and the missing add on armour. This photo was taken in Saudi Arabia prior to combat operations during Operation Granby. *(photo by PAI Chuck Kalnbach) US DoD*

PROTECTION

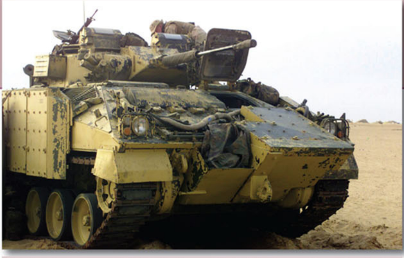
The hull of the Warrior is constructed from aluminium which provides protection against small arms fire and artillery fragments. Exact details are classified but are believed to give protection against 14.5mm armour piercing rounds and up to 155mm artillery fragments. The Warriors that were sent to Saudi Arabia in 1990-91 received an armour upgrade. This upgrade consisted of a frame attached to either side of the hull onto which panels of passive armour were bolted. An additional panel was fixed to the glacis in front of the driver's position. In 2007, a new form of applique armour was developed to replace the earlier set. It is known as Wrap Two and offers greater protection as it covers the entire vehicle not just the hull sides and front. A similar set was added to the FV432 Bulldog.



A standard FV510 Warrior Infantry Section Vehicle. This vehicle is finished in the British Army Training Unit Suffield (BATUS) scheme of green and sand. This unit is based in Alberta Canada.



A side view of an up-armoured FV511 Warrior Command Vehicle. This view shows the details of the add on armour. Note the stowage and condition of the finish of the vehicle. This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*



Front view of an up-armoured FV511 Warrior Command Vehicle. This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*

ARMAMENT

The Warrior is armed with a L21A1 30mm Rarden Cannon. It is recoil operated and has a cyclic rate of 80 rounds per minute. The L21A1 gun is fed manually from three-round clips and has a maximum range of 4000 metres although most engagements take place between 400 and 1500 metres. Mounted coaxially to the Rarden gun is a L94A1 7.62mm Chain Gun. This weapon has a cyclic rate of 570 rounds per minute. There is no stabilisation system for the Rarden or coaxially mounted chain gun. This makes engaging targets whilst moving very difficult. Mounted either side of the front of the turret are 2 x 4 barrel smoke grenade dischargers (usually used with Visual and Infrared Screening Smoke - VIRSS).

LAYOUT

The Warrior has a crew of three. They are the driver, seated in the front hull, and the gunner and commander who are seated in the turret. The vehicle can accommodate a section of up to 7 troops, who are seated facing each other in the rear hull compartment. Access is through a single electric ram powered door at the rear of the hull, rather than a drop-down ramp like the US M2 Bradley IFV. There are no firing ports for the infantry section. This is due to British Tactical Doctrine that the warrior transports the section to its objective then provides fire support once the infantry dismount. Warrior Section Vehicles are able to carry enough supplies and weapons, including a number of anti-tank weapons, to support its crew and embarked Infantry Section for a 48-hour period in a nuclear/biological/chemical environment.

WARRIOR UPGRADES

The Warrior has recently received a communications and electronics upgrade. The Clansman radios have been replaced with the newer Bowman. This upgrade enhanced communications, command and control. The vehicle's passive Image intensifier night vision sights have been progressively replaced with Thales Optronics Battle Group Thermal Imaging (BGTI) sights to upgrade night fighting capabilities. As of 2007, 350 vehicles were fitted with BGTI. So as to extend the service life to 2025, the British Army intends upgrading its Warriors with the Warrior Capability Sustainment Program (WCSP). This will involve upgrading 643 of its Warrior vehicles with the Warrior Modular Protection System (WMPS) and Warrior Enhanced Electronic Architecture (WEEA). 449 of these vehicles will also be fitted with a new turret and weapon system under the Warrior Fightability Lethality Improvement Program (WFLIP). Under this program, the RARDEN cannon, which lacks stabilisation will be replaced by a stabilised 40 mm weapon developed by Anglo-French firm CTA International.

COMBAT HISTORY

The Warrior has seen combat service in the following:

- Operation Granby (1st Gulf War)
- Bosnia with the UNPROFOR
- Operation Telic (2003 invasion of Iraq)
- Operation Herrick (Afghanistan with ISAF)

VARIANTS

FV510 Infantry Section Vehicle

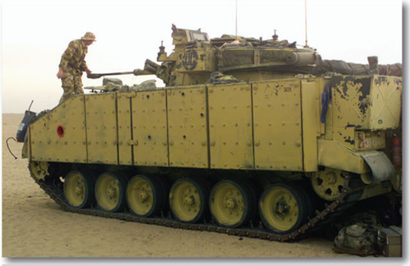
This is the principal version operated by mechanised units of the British Army and is described above.

FV511 Infantry Command Vehicle

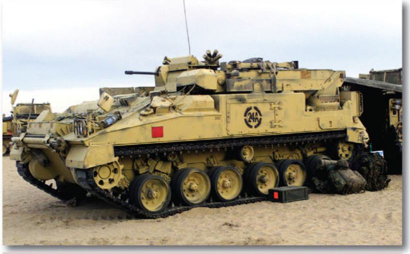
There are two variants of this version of the Warrior – one for company command and one for battalion command. The FV511 can be identified by the following:

- Four antenna bases on the turret
- A double rear door
- 2 antenna masts mounted either side of the double door

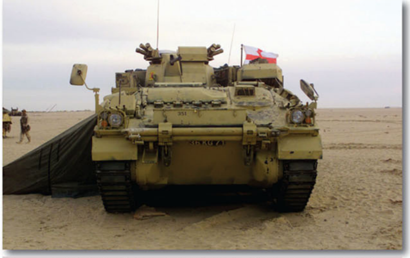
Mounted inside the troop compartment are two folding tables, seats and map tables plus the vehicles radios. These vary depending on whether the vehicle is being used for company or battalion command. ▶



Rear Quarter view of an up-armoured FV511 Warrior Command Vehicle. Note the number of aerials on the turret. Just visible above the stowage bin on the rear is the top of one of the rear mast aerials. This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*



A left side view of a British FV512 Warrior Mechanized Combat Repair Vehicle. It is armed with a 7.62 mm turret-mounted machine gun . This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*



Front view of a British FV512 Warrior Mechanized Combat Repair Vehicle. It is armed with a 7.62 mm turret-mounted machine gun. This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*

FV512 Mechanised Combat Repair Vehicle
This variant of the Warrior is operated by REME detachments in Armoured Infantry battalions. It is equipped with a 6.5 ton crane, plus a fully equipped workshop that enables the crew to change engines on another Warrior or Challenger MBT. It is able to tow a trailer carrying two Warrior or one Challenger engine.

FV513 Mechanised Recovery Vehicle (Repair)
This vehicle is the second version of the Warrior that is operated by REME detachments in Armoured Infantry battalions. The main difference between the FV512 and the FV513 is the 20ton capacity hydraulic winch mounted in the rear of the FV513 and the rear mounted earth anchor which gives added support during recovery operations.

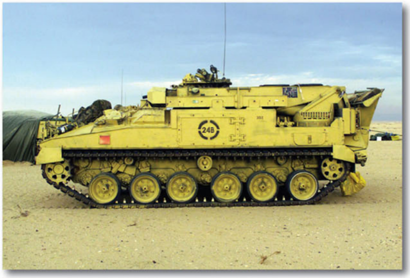
FV 514 Mechanised Artillery Observation Vehicle
This version of the Warrior is operated by the Royal Artillery as an Artillery Observation Post Vehicle by the Forward Observation Officers (FOO). The FV514 is fitted with the following surveillance and fire control equipment:-

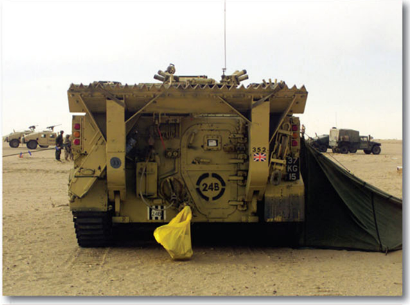
- A Pilkington Optronics Osprey combined day/thermal/laser sight for the FOO
- A Pilkington Optronics Raven day/night sight and remote display for the thermal imaging system.
- Battlefield Artillery Target Engagement System (BATES)
- Azimuth Positioning Elevation System
- A mast-mounted Man-packable Surveillance and Target Acquisition Radar (MSTAR)

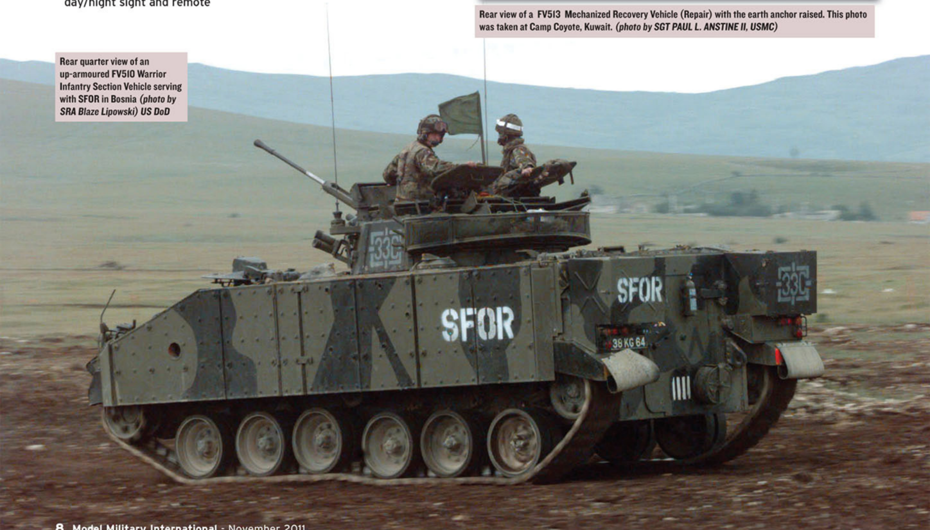
Whilst the FV514 has the outward appearance of a standard FV510 Infantry Section Vehicle, the only armament is the 7.62 mm machine gun. The 30 mm Rarden cannon was removed and replaced with a dummy barrel. This was done to allow space for the targeting and surveillance equipment and to avoid the vehicle becoming a priority target.

FV 515 Battery Command Vehicle
This is second variant of the Warrior operated by the Royal Artillery. It is used by an Artillery Battery Commander. It is similar to the FV514 but lacks most of the surveillance equipment.

Desert Warrior
This is an export version of the Warrior adapted for operations in desert conditions. Kuwait purchased 254 of these vehicles in 1993. The vehicle is fitted with a Delco turret and is armed with a stabilised M242 Bushmaster 25 mm chain gun with coaxial 7.62 mm chain gun and 2 x TOW ATGM launchers (one mounted either side of the turret). ■


Left side view of a FV513 Mechanized Recovery Vehicle (Repair) with the earth anchor raised. This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*


Rear view of a FV513 Mechanized Recovery Vehicle (Repair) with the earth anchor raised. This photo was taken at Camp Coyote, Kuwait. *(photo by SGT PAUL L. ANSTINE II, USMC)*


Rear quarter view of an up-armoured FV510 Warrior Infantry Section Vehicle serving with SFOR in Bosnia *(photo by SRA Blaze Lipowski) US DoD*

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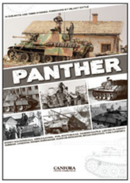

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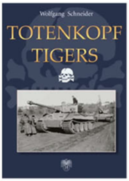

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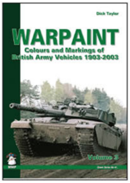

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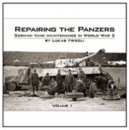

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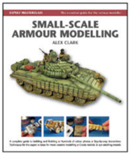

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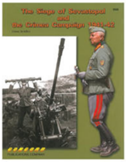

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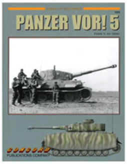

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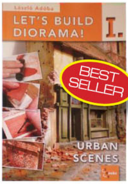

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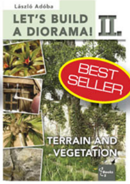

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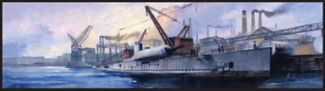

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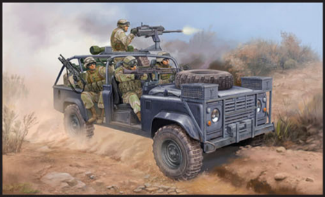

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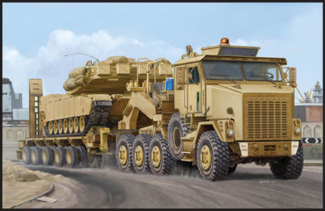

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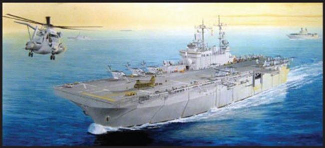

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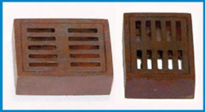

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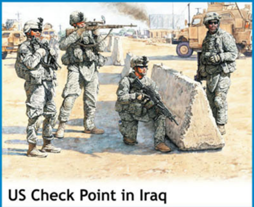
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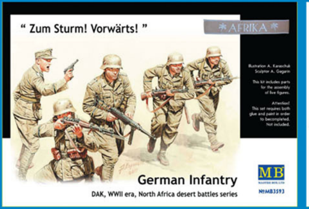
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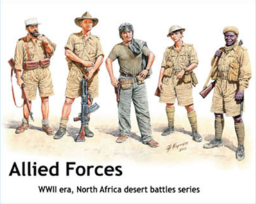
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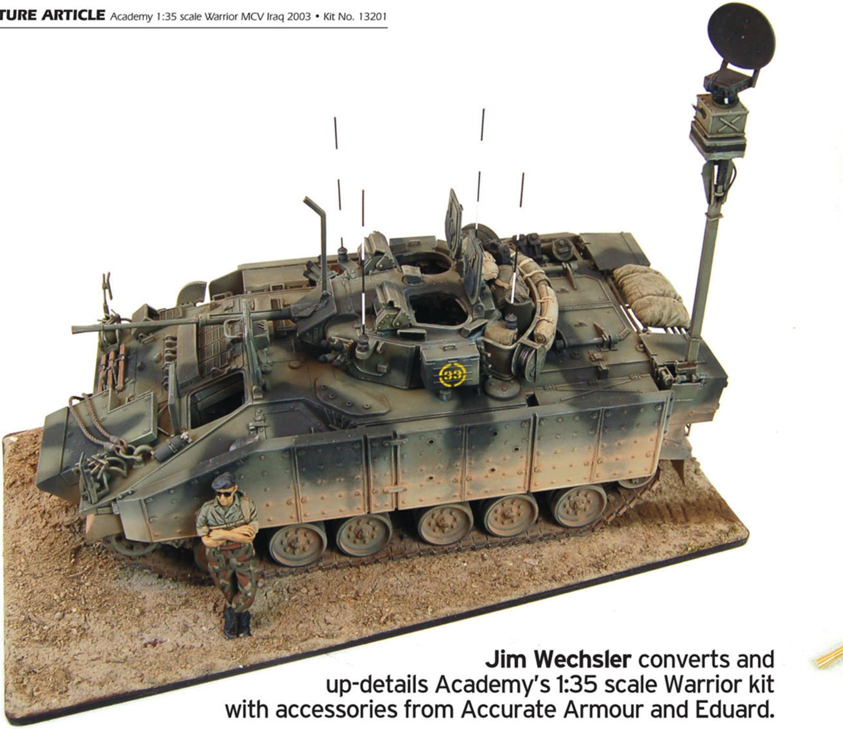


Jim Wechsler converts and up-details Academy's 1:35 scale Warrior kit with accessories from Accurate Armour and Eduard.

DESERT OBSERVATION POST

Britain's Warrior Mechanised Combat Vehicle family must certainly be considered one of the most versatile and successful vehicles of its type. In its Infantry Combat Vehicle (ICV) variant, it is the British equivalent of the U.S M2/3 Bradley, the German Marder, and the Soviet/Russian BMP vehicles. But the Warrior family also consists of a number of other variants and one that really caught my eye is the Observation Post Vehicle (OPV). In the simplest of definitions, this variant is used for artillery spotting and targeting.

The OPV is most easily recognised by the large mast that extends upward from the rear left corner of the hull. On top is the MSTAR (Manportable Surveillance and Target Acquisition Radar), which is the primary sensor for detecting and tracking targets out to a range of about 13 miles (20km). The OPVs, of which 54 were built, are assigned to the Forward Observation Officers of the Royal Artillery and deployed as the eyes and ears of the artillery. I sure wish my eyes and ears had a huge turret cannon!

I wasn't too surprised to find out that there aren't any plastic models available of this relatively unknown variant of the Warrior. Likewise, I wasn't at all surprised that Accurate Armour makes a very nice conversion set since they have a wide array of Warrior updates available. As far as I know, the only mainstream plastic Warrior kit in 1:35 scale is the one from Academy and I must say that the latest version is actually very nice in its own right. In fact, quite a bit of the Accurate Armour conversion set are improvement parts for the older incarnations of the Academy kit, which are no longer needed because Academy fixed the parts on their own.

But I couldn't just use the conversion set. I also had the really excellent Accurate Armour interior set as well. I had used the fighting compartment for a different Warrior model but I still had the driver's station and the turret interior. In fact, Accurate Armour gives you a complete replacement turret so that the interior parts can be cast right in.

Now this project was taking on a rather large scope so I figured I might as well go all in. I ordered a metal barrel from RB Models, the superb Fruil workable metal tracks, and the Eduard photo-etched set too.

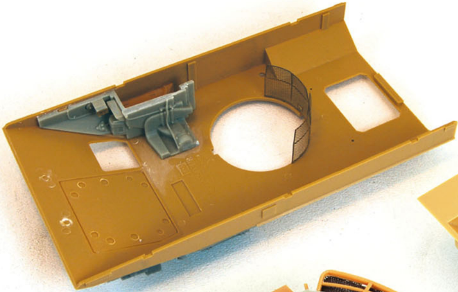
Oh yeah, it's a big build.

CONSTRUCTION

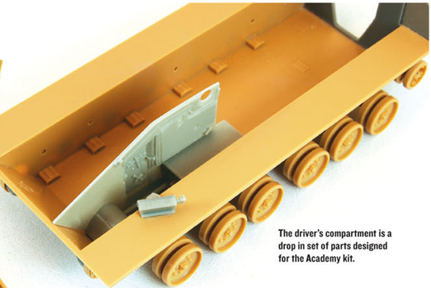
With so much stuff I had to have a plan. It seemed obvious that the starting point should be the interior. The resin parts are nearly a perfect fit to the Academy kit and the Accurate Armour instructions are in steps with colour photos so that made things really easy. Even better, the instructions include several excellent photos of the interior to use as a painting guide. I supplemented these with great walk around photos from the Prime Portal website (www.primeportal.net).

In looking through the photos, I could see that I might have been able to add a few minute details but really, the Accurate Armour set is quite complete. I decided not to go overboard because the visibility inside the driver's station and even inside the turret is pretty limited so there wasn't much point in detailing items that can't be seen.

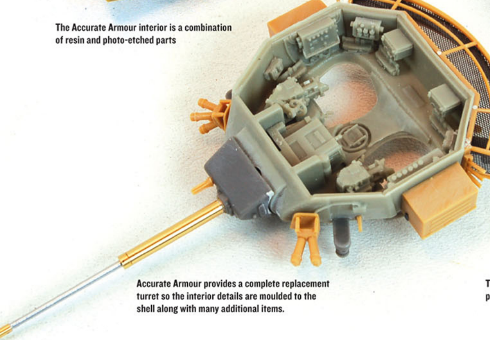
Once I'd built the interior I also added some key exterior details, most notably the suspension, the road wheels and the turret basket. I like to get these in place before I've done a lot of detailed painting



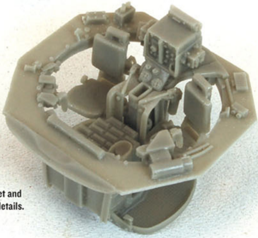
The Accurate Armour interior is a combination of resin and photo-etched parts



The driver's compartment is a drop in set of parts designed for the Academy kit.



Accurate Armour provides a complete replacement turret so the interior details are moulded to the shell along with many additional items.



The turret interior basket and parts have remarkable details.

in case I accidentally break bits off. I figure I'm better off admitting that I'm a little heavy handed than to pretend and spend quality time sifting through the carpet for tiny pieces.

Most of these parts went on without a hitch but real care must be taken to get the photo-etched screens into place in the turret basket. Both Accurate Armour and Eduard provide photo-etched parts and I ended up using the Eduard items simply because they bent a little easier.

INTERIOR PAINTING

Painting the interior was pretty straightforward. One change I made was to paint the base colour a much lighter green than what is usually seen in the photos. I used Model Master Faded Olive Drab. My experience is that if you stick with the correct colour, the interior ends up super dark and all that hard work is invisible so I correct for lighting by going a few shades lighter.

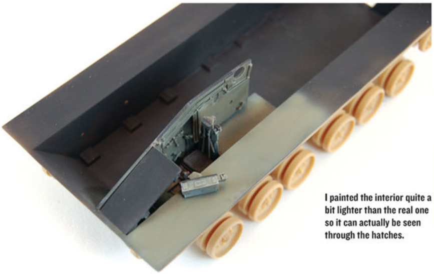
After the base colour, I did a little dry brushing and then hand painted the details. There are lots of them but thankfully they are in very visible colours like blue and yellow. I think someone in the British War Department is a secret modeller and required these colours as a courtesy to all of us.

Once I had finished painting, I gave the model a flat coat and then a wash using Winsor & Newton Raw Umber Oil Paint thinned to a 20/80 ratio. This helps to tie together all the pieces and bring out many of the details.

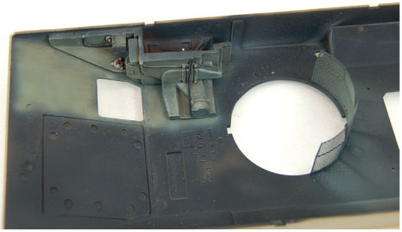
HULL CONSTRUCTION

With the interior completed and painted I was ready to close up the hull and turret. Construction of the hull was pretty straightforward with the big change being a new rear hull plate supplied with the Accurate Armour conversion set, but this is a drop in replacement part so there was little trouble other than a bit of putty and sanding. A whole pile of resin and photo-etched parts mount to the rear plate, which make up the bulk of the OPV conversion parts. The Accurate Armour instructions are again pretty clear so it was really a simple matter of cutting the parts free from the pour block, cleaning them up and then gluing them in place. However, I recommend a bunch of test fitting since a few pieces need just a bit of trimming to fit correctly.

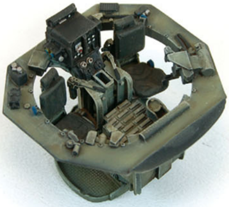
The other area where there are a lot of new parts is just to the right of the engine where the exhaust vents are located. Accurate Armour provides a complete set of replacement parts and photo-etched screens but you do have to be very careful to install these as shown since the part numbers are called out across several photos and that can definitely be confusing. However, the final result is pretty impressive so it's worth the time. ▶

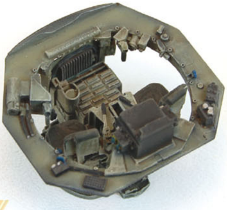


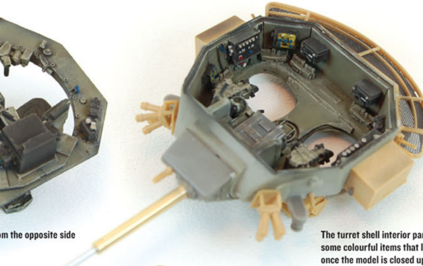
I painted the interior quite a bit lighter than the real one so it can actually be seen through the hatches.

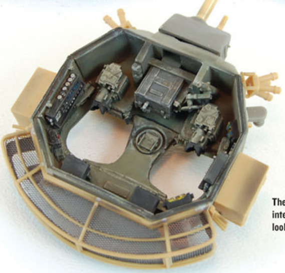


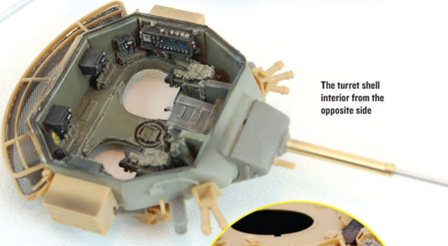
Most of the upper hull interior can't be seen but I painted it anyway.


The turret interior is mostly green with black boxes.


The turret interior from the opposite side


The turret shell interior parts have some colourful items that look great once the model is closed up.


The turret shell interior from the back looking forward.


The turret shell interior from the opposite side

One set of replacement parts that I did not use was the front add-on armour. Accurate Armour provides these pieces because the earlier Academy kit parts were too small, but their latest kit called 'Iraq 2003' (item 13201) has corrected parts that are really well done and the details were just a little crisper than the ones from Accurate Armour. I finished up the construction of the hull by adding the photo-etched screens to the right side stowage bin and then adding a bunch of stowage that is included in both the Academy kit and the Accurate Armour conversion. A final note - be sure to fill the notch in the front right of the hull just above the sponson (it's the small white part in the photo). That area is visible when the add-on armour is installed.

MSTAR RADAR AND MAST

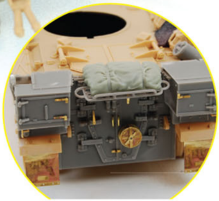
The most prominent feature of the OPV version of the Warrior is the mStar radar that sits on top of a tall mast on the left rear of the hull. The Accurate Armour parts are quite accurate and the only thing I needed to add was the electrical wiring which I made this out of solder wire.

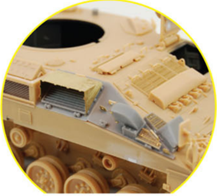
TURRET CONSTRUCTION

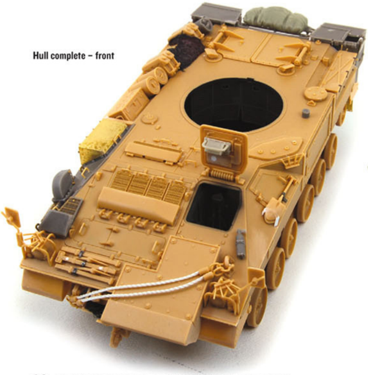
Assembling the turret is a pretty straightforward process since Accurate Armour provides a lot of nice replacement parts. The most useful replacements by far are the periscopes that go around the turret. There are seven of them and Academy designed their parts to have a nasty pin mark right on the face of the periscope glass which makes it very tough to clean up.

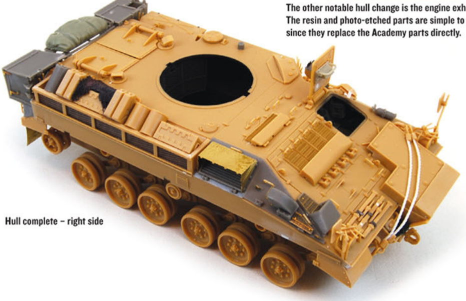
One real disappointment is the replacement turret hatches. These have a few improvements but Accurate Armour neglected to fill in the large pin mark on the original Academy part! It is actually better to use the kit parts since I found I could fill and sand on the plastic parts easier.

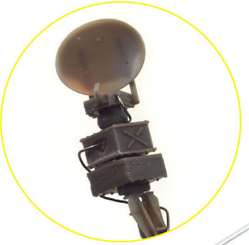
The only other areas of note area the two large visors in front of the hatches. These are some complex, multi-part assemblies


Accurate Armour provides a complete replacement for the rear hull. This a beautiful combination of resin and photo-etch that fits quite well to the Academy parts.

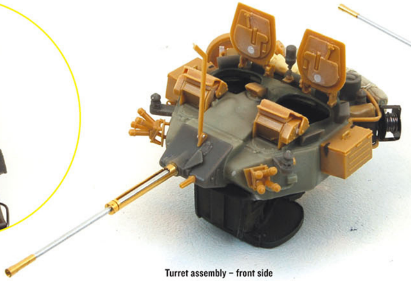

The other notable hull change is the engine exhaust. The resin and photo-etched parts are simple to use since they replace the Academy parts directly.


Hull complete – front

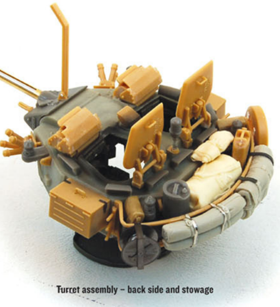

Hull complete – right side



The mStar radar on its mast. I added the cabling using solder wire.



Turret assembly – front side



Turret assembly – back side and stowage

that need a lot of care to build and keep everything lined up. I found that looking at reference photos of the real thing made it a lot easier to figure out what goes where.

I finished up the basic assembly by adding the really nice metal barrel from RB Models. The kit barrel just doesn't capture the look of the barrel, its flash suppressor, and its mounting jacket correctly. Plus, the metal barrel just glues right in place without clean up. Hey, I won't lie, I'm all for saving some time!

The last step on the turret was to add the stowage. Both the Academy kit and the Accurate Armour conversion provide some nice stowage items and that's a big plus. I dug the other soft packs and tarps out of my spares box. Besides filling the basket, I made a point of hanging things off the back for two reasons. First, the extra colour adds to the overall look of the model. Second, I could hide a couple of minor problems with the baskets screens. Call it cheating but if you can't see it, it didn't happen right?

PAINTING AND WEATHERING

My favourite way to paint armour is to use a method called panel fading. It's simple and hard to screw up which is why I like it but you do need an airbrush. I started out by painting the entire model in flat black. Then I airbrushed each 'panel' with Model Master Faded Olive Drab by starting in the centre of each panel and working my way out to the edges. But I don't go all the way to the edges so some of the flat black still shows through. Once dry, I gave the model a general dry brushing using Model Master Afrika Dunkelgrau, which is a grey/tan colour that is very compatible with darker greens.

After that I added the black camouflage. The Warrior can be seen with both hard edge and soft edge camouflage so I chose the soft edge since I like the look a little better. Normally I paint with enamels but for black, I've yet to find a colour better than Tamiya's NATO Black. It has a hint of grey and green in it that looks notably better than any other black I've used. The black areas were given a dry brushing with dark grey.

I picked out the minor details with a brush. I've come to really like this approach since you only paint what you see and it's a huge time saver. The bulk of the painting is on the stowage and you can't see any of the brushwork after dry brushing and washing.

I again gave the model a flat coat and then proceeded to give it an overall wash/filter. I used Raw Umber oil paint thinned to a ratio of about 20% paint to thinner. By

▶

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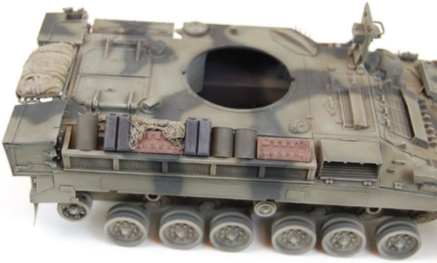
Assembly complete

Basic painting using panel fading method.

Black camouflage added



Hull stowage and details painted by brush.

applying it over a flat coat, I was able to get a nice blending of the colours due to the filtering effects. It also left a nice detailing effect by allowing a little bit to accumulate in the corner and edges. But most importantly, it's simple and easy to do use this method and it saves me having to try to do a detailed wash with a small brush. Hey, I'm not kidding, I'm really lazy.

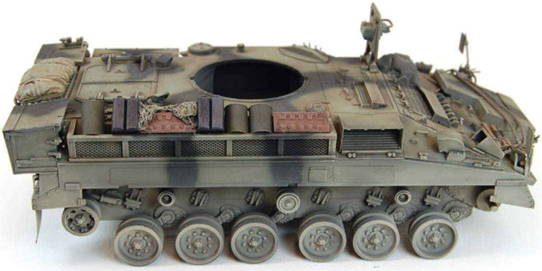
Once dry, I added a 'dusting' of thinned Tamiya acrylic XF-57 Buff. This is a tried and true way to get a dusty look to a model without using a ton of pigments. Pigments are great but can really fade out the details on a model so I've found that doing most of my dusting using the Tamiya Buff leaves me with a better overall look.

Even so, I still use pigments to add that final, dusty look. In this case I used a lightened version of MIG Pigments European Dust. I was pretty liberal on the lower hull, suspension and along the side of the add-on armour. But since I'd already 'dusted' the model with the Tamiya Buff, I was then able to go back and rub off most of the pigments so the final result is an accumulation in cracks and corner that looks like... dust!

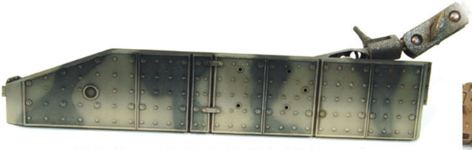
I finished off the model by assembling the Fruil metal tracks. These are the best. They are completely workable and their weight helps them get the correct sag so long as you have the right number of links. Painting was simple. I first painted them with Model Master Raw Sienna, which is a good colour to represent that rusty/dirty look tracks get. Then I embarked on the long process of hand painting the rubber pads using Model Master US Army Helo Drab which is a dark grey that is a good match for worn rubber.

I followed this up with a heavy flat coat, the same wash, dusting and pigments I used on the model. Actually, I did this at the same time so I could save even more time. I like to use the same weathering methods so the tracks look integrated to the model. After all, they are both going through the same terrain, right?

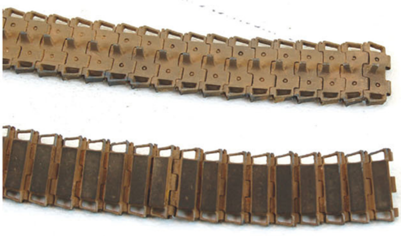
Turret stowage and details painted by brush.



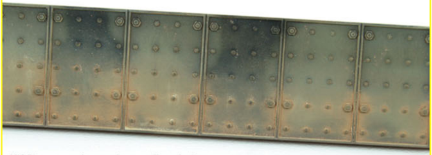
Hull 'dusting' using thinned Tamiya Buff paint



Hull side add-on armour 'dusting' using thinned Tamiya Buff paint



Friul Model workable metal tracks painted and weathered.



MIG Pigments used to complete overall weathering

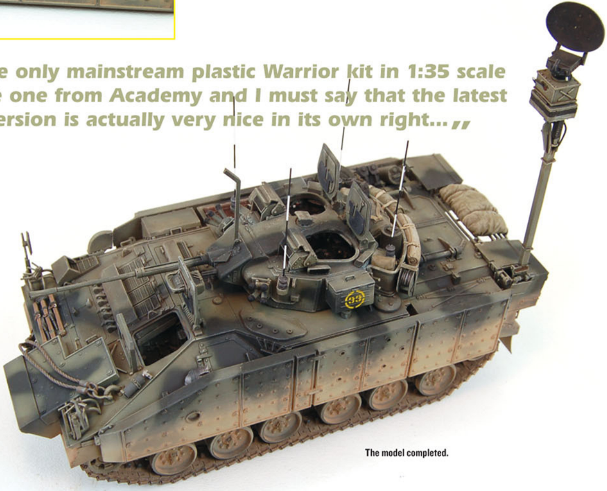
WRAPPING UP

Well, I had envisioned all kinds of interesting vignette ideas. I thought about having the vehicle next to a build with the mast just above it. Another idea was to have it in a valley with the mast just above the hill top. But in the end I settled on a very simple and small dirt base for two reasons.

First, I didn't want to put any figures in the hatches that would block the view into the interior. Second, the model is pretty engaging on its own. Having it partially blocked by a building or hill actually seemed to detract rather than enhance it.

I therefore made a simple dirt base to tie in the weathering and added a single figure, which is from Accurate Armour as well. ■

> **"The only mainstream plastic Warrior kit in 1:35 scale is the one from Academy and I must say that the latest version is actually very nice in its own right..."**



The model completed.

Modelspec

Academy 1:35 scale Warrior MCV Iraq 2003 Kit No. 13201

Accessories

Accurate Armour Warrior IFV Interior, Kit No. A088, Accurate Armour Warrior OPV + MSTAR Radar Conversion, Kit No. FV514, Eduard Warrior MCV Detail, Kit No. 35495, Friullissimo Warrior Tracks, Kit No. ATL-82, RB Models 30mm L2A1 Rarden Barrel, Kit No. 35B37

Paints and Finishing Products

Testor's Model Master Enamels - US Army Helo Drab; Raw Sienna; Faded Olive Drab; Afrika Dunkelgrau.
Tamiya Acrylics - XF-57 Buff; XF-69 NATO Black
Winsor & Newton Raw Umber Oil Paint

References Used

Warrior, British Combat Vehicle Tracked, Carl Schulze, Concord Publication 7509, ISBN 962-361-674-0

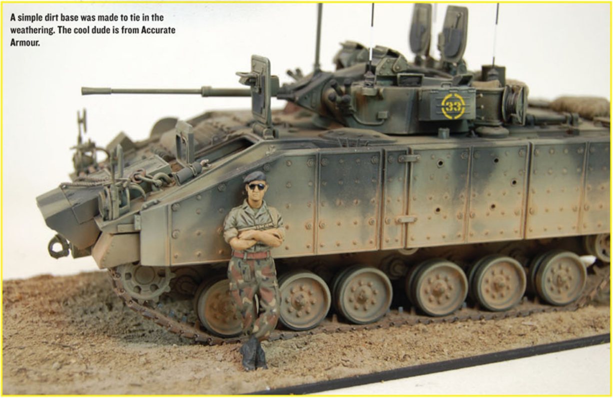
✓ High level of detail for the base kit enhanced by both the Accurate Armour and Eduard detail sets.

✗ A few ejector pin marks.

Available from

Academy kits are available online from Hannants www.hannants.co.uk
Accurate Armour kits and accessories may be purchased online www.accurate-armour.com
Eduard kits and accessories are available from their website www.eduard.cz

Rating ●●●●●●●●○○

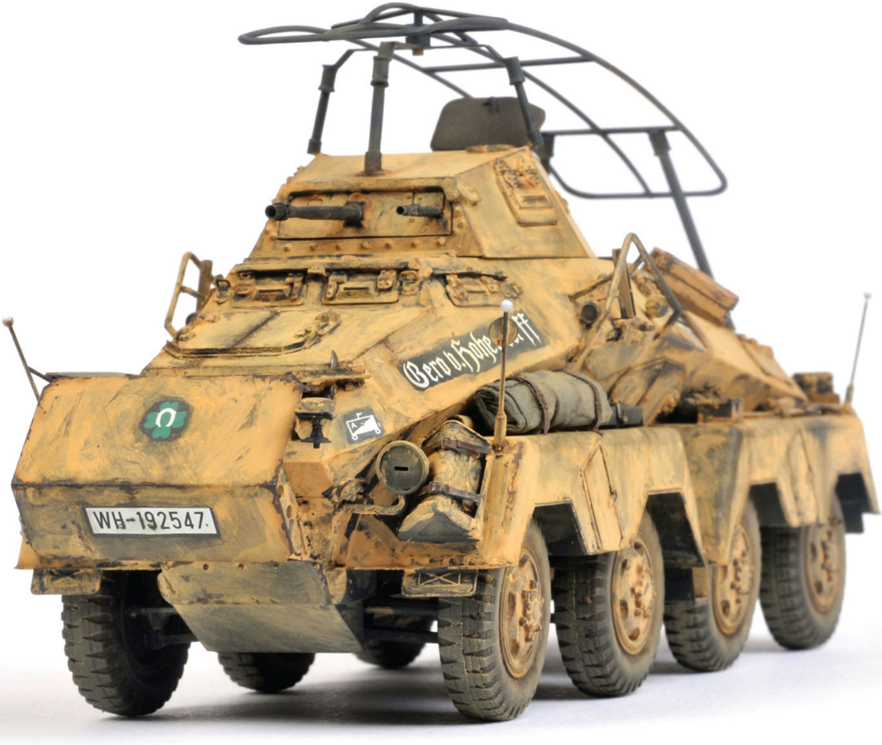


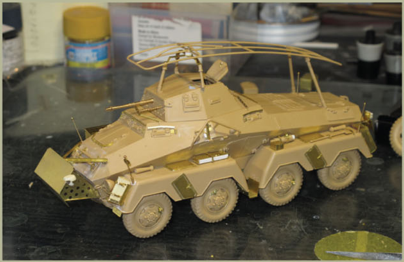
A simple dirt base was made to tie in the weathering. The cool dude is from Accurate Armour.

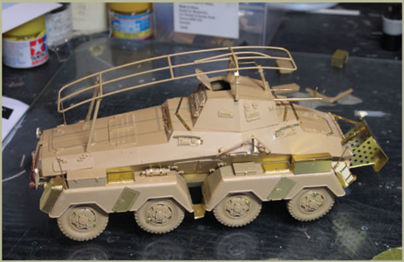
MUDLARK!

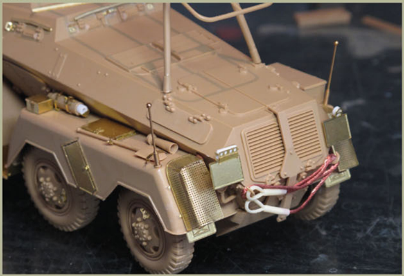
Chris Wauchop builds Tamiya's reissued and upgraded 1:35 scale Sd.Kfz. 232 with photo-etched and turned metal accessories from Voyager, Passion Models and Adlers Nest.

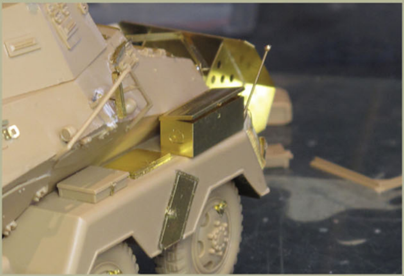
Brussing-NAG was commissioned with the task of designing an eight-wheeled heavy armoured car early in 1934. Before the end of the year they had produced a prototype that incorporated eight-wheel drive and eight-wheel steering with front and rear driver positions. Powered by a 150hp petrol engine, the vehicle could travel at a top speed of 90 kph and was fitted with a turret carrying a KwK 30 20mm cannon and an MG 34 machine gun. During production the relatively thin 14.5mm armour was supplemented with additional, factory fitted, frontal armour plating. Being equipped with an Fu.11 radio, the Sd.Kfz.232 became the eyes and ears of the Wehrmacht and were deployed as armoured reconnaissance vehicles and on all fronts. ▶

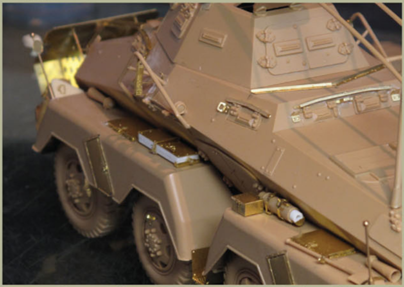


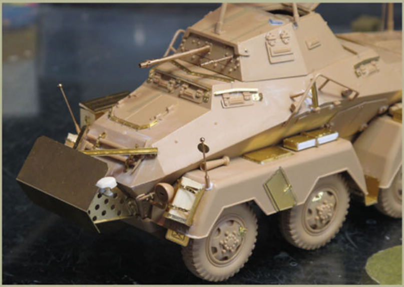

Tamiya's 1:35 scale Sd.Kfz. 232 8 Rad dates back to the early 1970s, but it still acquits itself well against today's contemporary kits.

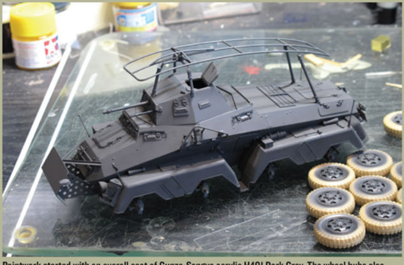

The original plastic parts have been supplemented with a new sprue plus photo-etch and a turned metal barrel.

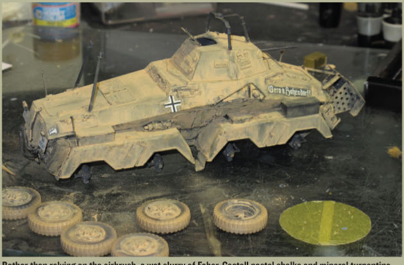

Most of Tamiya's new parts were not actually used, due to a pile of after-market accessories supplied for this project.

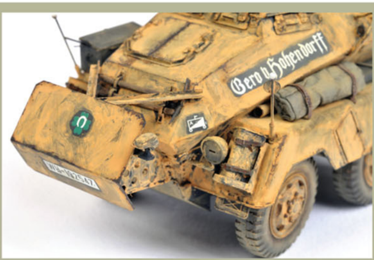

The Voyager photo-etched set included some major and very minor details. The ability to prop open stowage boxes was a nice touch.


Hinges and tool clamps on the Voyager photo-etched detail set can be made to be workable. The price for this level of detail is a lot of time, sweat and perhaps even a temporary loss of sanity!

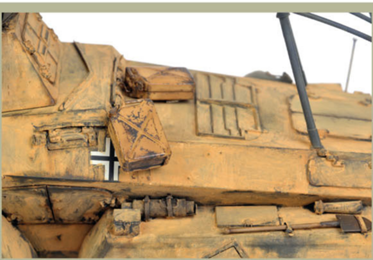

The replacement gun barrels are truly things of beauty. The 20mm gun is from Adlers Nest, while Passion Models offer the delicate and crisply perforated MG 34 machine gun barrel.


Paintwork started with an overall coat of Gunze-Sangyo acrylic H401 Dark Grey. The wheel hubs also received a coat of this base colour.


Rather than relying on the airbrush, a wet slurry of Faber-Castell pastel chalks and mineral turpentine was mixed and applied to the grey base coat with a 1/4" flat brush and a 10/0 brush for fine detail areas.



The real vehicle featured a hastily applied coat of mud slopped over the inappropriately dark grey of the vehicle. Chris's weathering method captures this improvised camouflage method perfectly.



Wear and tear was depicted by selectively rubbing the pastel chalk back around hatches, along edges and where any constant contact would have occurred.

TAMIYA'S 232

I first attempted to build this, as I remember, fairly complex kit in 1974. Now, I say 'attempted' because being a teenager at the time, I was easily distracted by pretty, shiny things and the partially completed model was set aside never again to see the light of day. When presented with the opportunity to build this new incarnation of the original kit I was therefore eager to see if my memories were accurate, and I am pleased to say they were.

Tamiya's 1:35 scale Sd.Kfz. 232 still acquits itself very well against current standards and, with the addition of newly moulded plastic, photo-etch and turned aluminium parts, promised to be a relatively comprehensive build.

To go along with the kit I was also supplied with several after-market upgrades. These included Passion Models' 2cm KwK 30 turned brass barrel, Adlers Nest's beautifully detailed MG 34 barrel and perforated cooling jacket, and the Voyager Model upgrade set that includes photo-etch, cast resin, turned brass and copper cable.

These sets replace just about all of the kit's external finer plastic detail. Oh goodie!

CONSTRUCTION

Building the basic kit is very straightforward and a more than acceptable result can be achieved straight from the box. However, with the addition of the after-market sets this was no longer an easy project, but the results promised to be far more than acceptable.

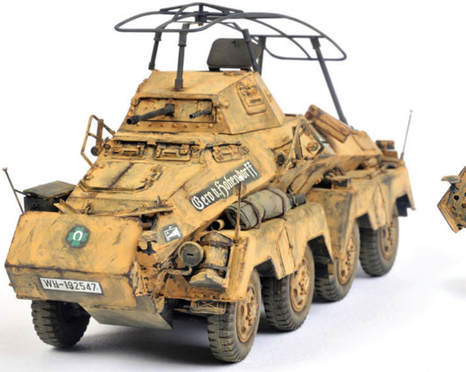
Construction was complete after a lot of cursing and some quiet sobbing. I think that the result was worth the pain of dealing with tiny folded bits of photo-etch.

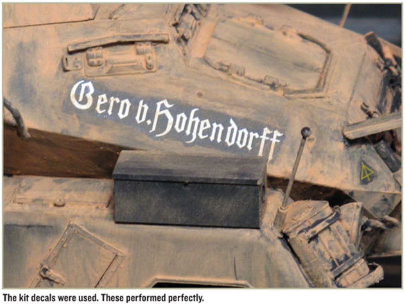
It was now time for a coat of paint and a good smearing of sandy mud.

MUDDYING THE FINISH

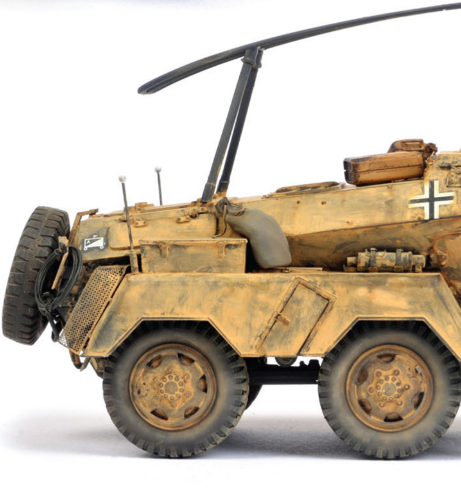
First, the completed hull and wheel hubs received a couple of coats of Gunze Sangyo H401 Dark (Panzer) Grey. Once dry, Johnson's Klear was selectively sprayed on the areas where the decals were to be applied.

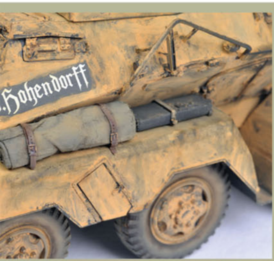
After the decals had dried they received a second clear coat and while this was drying I began mixing mud. This was done by grinding to dust enough appropriately coloured pastel chalk to fill a teaspoon. This fine powder was then mixed with mineral ▶

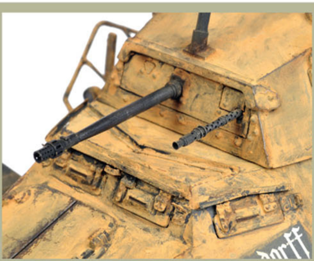


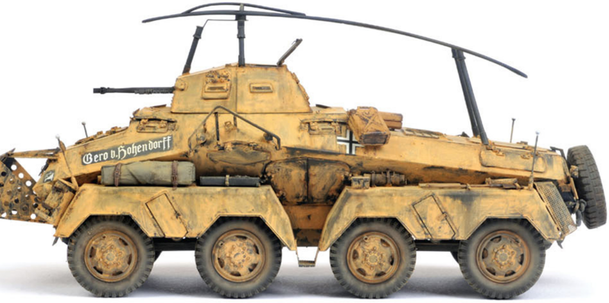


The kit decals were used. These performed perfectly.

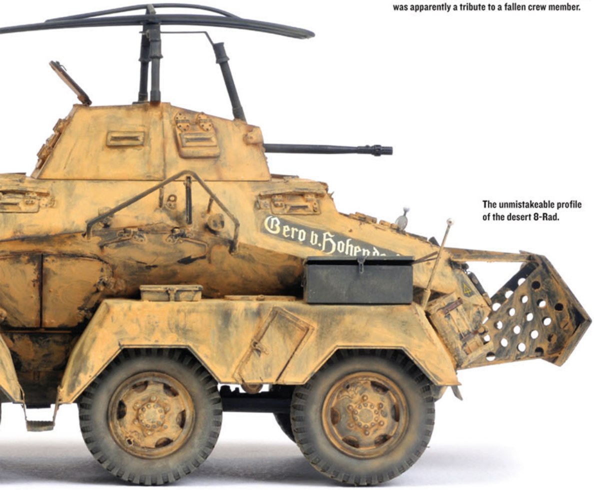



A rolled-up tarp on the left front fender was made from lead foil.


A coat of gunmetal paint brings up the detail on the turret weapons beautifully.



The name on the front of the vehicle was a decal applied over a cleaned-off grey patch of paint. This was apparently a tribute to a fallen crew member.



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turpentine until a thin slurry was achieved. I then carefully painted this mix around the pre-applied decals using a 10/0 fine detail brush and a 1/4" flat brush. The rest of the model received a patchy but carefully applied coat of the same mix, using mainly the small flat brush, and when I was satisfied with the result the model was set aside to dry overnight.

Next day some subtle weathering was applied. This was done by selectively rubbing the pastel chalk back around hatches, along edges and where any constant contact would have occurred. In the same areas, tiny chips and scratches were carefully painted using a fine brush and a paint mix of dark grey and red brown. Some subtle shading was then applied using the airbrush loaded with a very thin mix of red brown and flat black. This was carefully sprayed around the exhaust outlets, in and along any recessed areas and also around the areas where the chips and scratches had been painted.

At this point, a couple of scratch-built items were added. These included a rolled-up tarp on the left front fender made from lead foil and a couple of photo-etched straps from the spares drawer and a roll of wire was hung over the right-hand rear number plate. Some self-adhesive chrome foil was also stuck to the photo-etched rear-view mirror part.

Finally, several very light coats of Polly Scale flat clear were applied.

Once this was dry, the model was complete. ■

Modelspec

Tamiya 1:35 scale Sd.Kfz.232 Schwerer Panzerspawagen 8-RAD "Afrika-Korps" Kit No. 35297

Materials

Voyager Model upgrade set PE35193 WWII German Sd.Kfz. 232 8 RAD early version.
Passion Models P35-026 2cm Kwk30 turned brass barrel
Adlers Nest ANM-35006 brass MG34 barrel

Paints and Finishing Products

Gunze Sangyo H401 Dark Grey.
Tamiya Acrylics- XF- 59 Desert Yellow, XF-1 Flat Black, XF-24 Dark Grey, XF-64 Red Brown Faber-Castell pastel chalks.

Reference

Panzer Colors by Bruce Culver
Squadron/Signal Publications

Available from

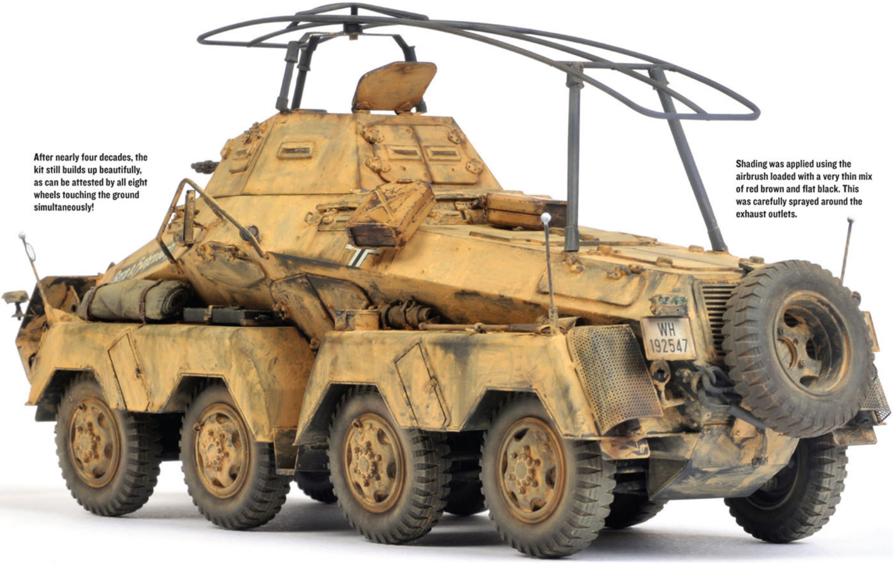
Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

A roll of wire was hung over the right-hand rear number plate.

Self-adhesive chrome foil was attached to the photo-etched rear-view mirror.

The muddy camouflage was not applied to the big clothesrail antenna.

Red brown and black weathering was carefully sprayed in and along any recessed areas and also around the areas where chips and scratches had been previously painted.



After nearly four decades, the kit still builds up beautifully, as can be attested by all eight wheels touching the ground simultaneously!

Shading was applied using the airbrush loaded with a very thin mix of red brown and flat black. This was carefully sprayed around the exhaust outlets.

The tyres also received careful weathering treatment.

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6 mm
9 mm
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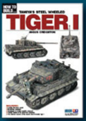

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SNOW IN SUMMER: THE W

Ade Pitman immerses himself in the many moods and seasons of Beltring during The War & Peace Show 2011.

There was a time not so long ago when you could guarantee sunshine for the War & Peace Show, at the Hop Farm, Beltring Kent. But as British summers get less predictable, those days have gone. This year it even snowed, courtesy of 'The Kellys Heroes' living history group.

Using imitation snow similar to that seen in the making of 'Band of Brothers', the group recreated a frozen Ardennes village in the Kent countryside. During the battle re-enactments, snow machines rained the white stuff down on the troops, giving a finishing touch to this very wintry life-sized diorama.

Other displays took visitors to battlefields as diverse a WWI trench, the Russian War in Afghanistan and a forward airfield during the Battle of Britain. Somalia, Vietnam and all theatres of WWII were also portrayed in 1:1 scale.

Living history exhibits go hand in glove with mile after mile of military vehicles on display at the War & Peace Show, or 'Beltring' as everyone simply refers to it, such is its fame.

This year's show guide listed nearly two and a half thousand military vehicles on display, including 543 Jeeps, 114 wheeled armoured vehicles and 88 tracked armoured vehicles. There are not many places on earth that can boast this much military hardware.

For military vehicle enthusiasts, the highlight of the show is always the main arena where the military muscle gets to demonstrate why tanks and AFVs are the ultimate big boys toys. Environmental considerations play second fiddle to performance in AFV design, with some of this antique armour converting gallons of fuel into exhaust fumes just to drive a single lap of the track.

For the crowd, Beltring provides a once a year opportunity to see this much variety of military vehicles operating with supporting troops re-enacting the ground-pounder roles.

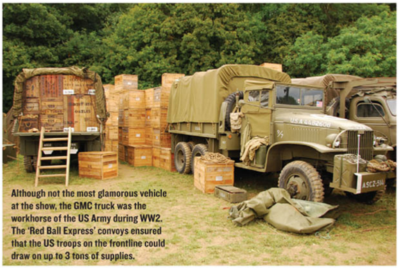
The shopping is also an experience, with hundreds of stalls selling everything from military vehicle spares to complete uniforms and deactivated weapons. They say that if you can't buy it at Beltring, it probably doesn't exist any more!

Encouraging the next generation of military enthusiasts, the Hop Farm invited pupils from all the schools in Kent to attend the show free of charge on the unimaginatively named 'schools day'. Around 1000 school kids attended the show with questionnaires to help them to interview military vehicle owners, veterans and living history enthusiasts.

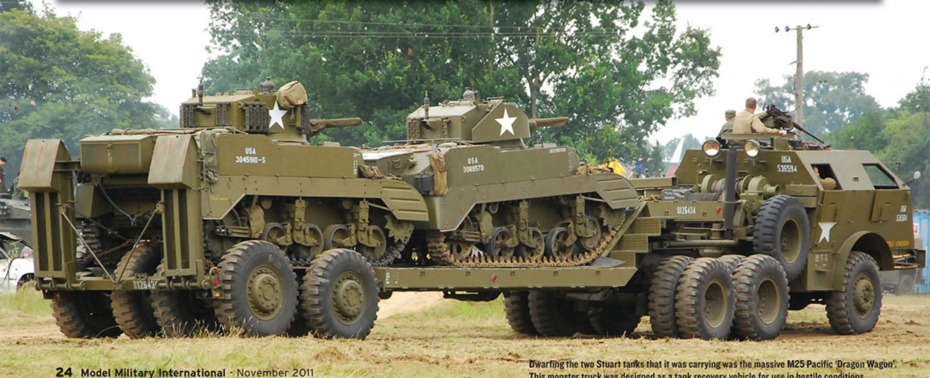
Veterans also benefited from free entry to the show and had their very own 'Veteran's Marquee', where they were entertained throughout the day by period acts compered by 'Viv the Spiv'. The 'Victory Marquee' also echoed to sounds of the forties performed by period entertainers.

The world's largest military extravaganza simply can't be seen in a day. Advice for anyone thinking of visiting the War & Peace Show would be to set a week aside and enjoy the experience of time travel back to your favourite war.

Next year`s War & Peace Show is to be held between 18 – 22 July. More details can be found at: www.thewarandpeaceshow.com ■



Although not the most glamorous vehicle at the show, the GMC truck was the workhorse of the US Army during WW2. The 'Red Ball Express' convoys ensured that the US troops on the frontline could draw on up to 3 tons of supplies.

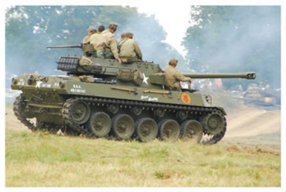


Dwarfing the two Stuart tanks that it was carrying was the massive M25 Pacific 'Dragon Wagon'. This monster truck was designed as a tank recovery vehicle for use in hostile conditions.

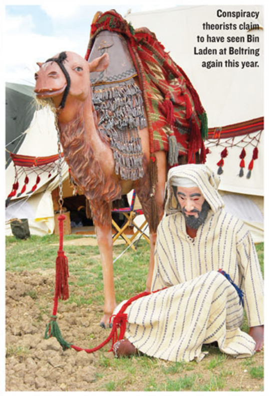
VAR & PEACE SHOW 2011

Bringing a touch of nostalgia for the 1970s, were the 'Banana Bunch' in their 8x8 Argocat, which they bought on ebay. The Banana Bunch in the TV series actually drove 6x6 Ampficars but no-one seemed to mind.

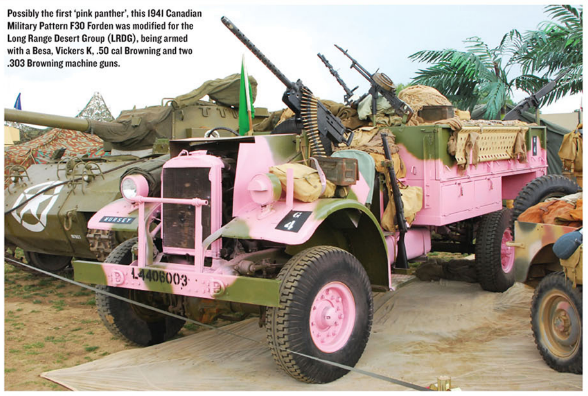
You'll see more half-tracks in a day at this show than at a year doing the circuit.



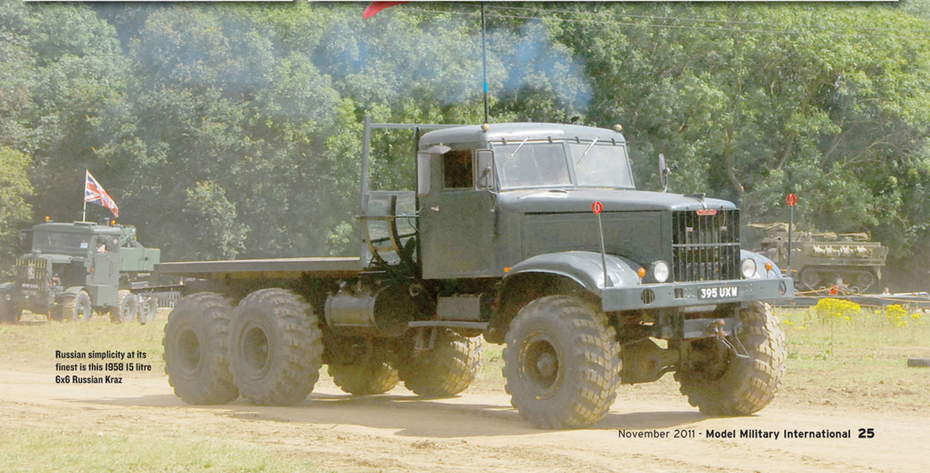
Showing the length of its 76mm gun and the open turret which gave little protection to the crew, the M18 Hellcat was designed from the outset to be a fast AFV.



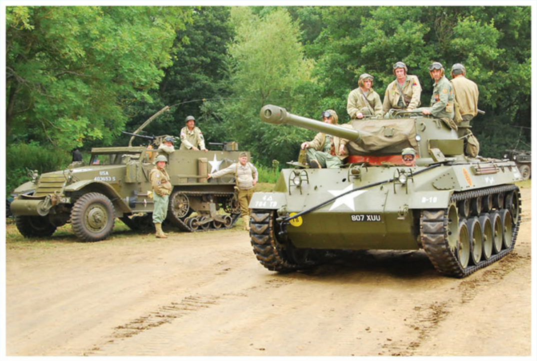
Conspiracy theorists claim to have seen Bin Laden at Beltring again this year.



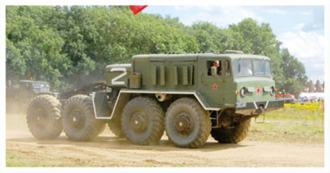
Possibly the first 'pink panther', this 1941 Canadian Military Pattern F30 Forden was modified for the Long Range Desert Group (LRDG), being armed with a Besa, Vickers K, .50 cal Browning and two .303 Browning machine guns.



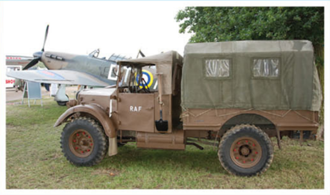
Russian simplicity at its finest is this 1958 15 litre 6x6 Russian Kraz



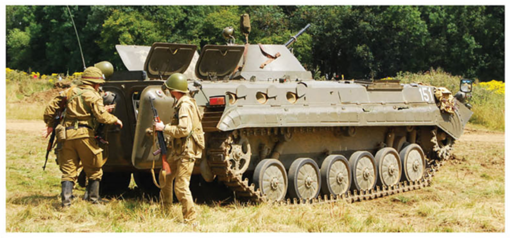
Looking like a scene from back in the day, a M18 Hellcat passes a US half-track.



Last used during Gulf War I for towing Scuds, the massive 8x8 Maz 537 is powered by a 38 litre engine that gobbles almost 2 gallons of fuel a mile!

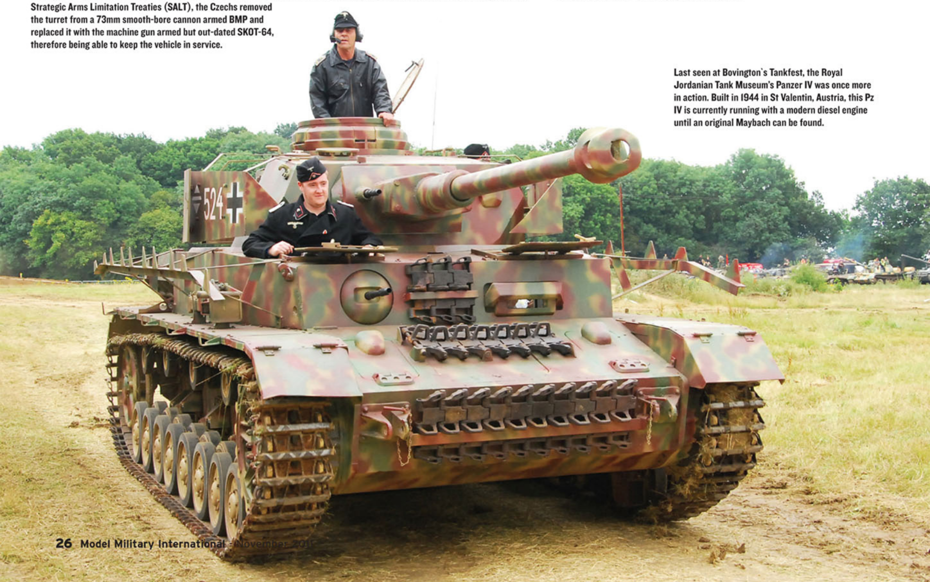


Providing logistics support to the replica Spitfire and Hurricane was this 1942 Fordson WOT 2H. The WOT stood for 'War Office Truck'.



Taking part in a re-enactment of the Russian Afghanistan war, this Czech OT-90 is a derivative of the Russian BMP-1. As part of the Strategic Arms Limitation Treaties (SALT), the Czechs removed the turret from a 73mm smooth-bore cannon armed BMP and replaced it with the machine gun armed but out-dated SKOT-64, therefore being able to keep the vehicle in service.

We've all been there. Masking up our model tank.



Last seen at Bovington`s Tankfest, the Royal Jordanian Tank Museum's Panzer IV was once more in action. Built in 1944 in St Valentin, Austria, this Pz IV is currently running with a modern diesel engine until an original Maybach can be found.

Taking part in one of the many battle re-enactments this replica Panzer III replica was built on a FV432 chassis.

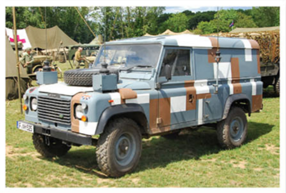
This Panther Ausf. A stands guard over a Zundapp combination that was built in Nurnburg in 1943.

The organisers of the show take parking offences very seriously.

General Patton made numerous inspections of the US troops and vehicles. Also attending the show was the real General Patton's granddaughter.

A 750 cc BMW R75 in Normandy colours.

Nicknamed the 'Hellcat', the M18 tank destroyer was the fastest tracked AFV of WW2. This was demonstrated in the main arena, as two M18s blasted past the lumbering Sherman. The Hellcats did nearly two laps to every one completed by the Sherman.



This Landrover sports the digital 'Berlin' urban camouflage.

Every vehicle in the Desert Raiders display bristled with guns.

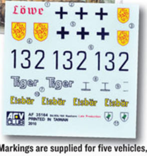
Showing the non-military side of the War & Peace Show was this peace protestor, strategically located in the Vietnam living history area. Every day his display changed to represent the different styles of protests throughout the Vietnam War.

Fitted with very loud blank firing .50 Cal Browning for the battle re-enactments was this 2nd Armoured Division Sherman.

Sam Dwyer examines the German Nashorn tank destroyer, equipped with the outstanding 88mm PaK 43 anti-tank gun.

PANZERJAGER PACHYDERM

Sd.Kfz.164 NASHORN
AFV CLUB
AF35164



Markings are supplied for five vehicles, all based on the Eastern Front.

The Nashorn (German for "rhinoceros") was a German tank destroyer of World War II. It was developed as an interim solution in 1942 and was armed with the outstanding PaK 43 anti-tank gun. Though only very lightly armoured and with a high profile, it stayed in service until the end of the war and proved to be quite a successful tank destroyer working from the ambush position. You could hardly imagine a Nashorn slugging it out versus IS-2s in maneuver warfare though!

Developed in 1942 by Alkett, the hull consisted of a hybrid of components of the Panzer III and IV, and mounted the PaK 43 L/71 88mm gun. This was about the most potent anti tank weapon of the war. The gun's tremendous performance enabled Nashorn to penetrate the frontal amour of any Allied armoured vehicle and to engage the enemy while staying out of range themselves. The Nashorn shared its hull and most of its superstructure with the Hummel 150mm self-propelled howitzer. 494 of these vehicles were built before war's end. Nashorns served in dedicated heavy Panzerjager battalions and mostly fought it out in Italy and on zee Eastern Front.

AFV Club's kit comprises of 747 or so parts in light flash free plastic, 52 fine photo-etched parts, flexible vinyl tracks and a turned barrel. There's a LOT in the box! The lower hull tub is in one piece, which is nice as so many kits these days have their hulls made of multiple parts, which can lead to misalignment. AFV Club has done a great job on the delicate Panzer IV suspension, right down to separate road wheel tyres with 'Dunlop' on the sidewalls, and they give the modeller a choice of drive sprockets, early and late, without hubcap. Judicious use of glue will allow the suspension to remain workable. No interior detail is included for the lower hull.

Moving onto the fighting compartment interior, AFV Club has really pulled out the stops. A comprehensive interior is included for where all the action happens, the main attraction being very detailed breech area of the 88mm L71 gun. A full compliment of ammo racks (albeit empty) is included. AFV Club thoughtfully supply some ammo, and a lot of multi part ammo crates. Wartime shots of the Nashorn in combat show extra ammo packed onto the fighting compartment floor. A full radio rack, crew stowage (gas mask containers etc), scissors periscopes and antenna mounts round out the very busy interior. The gun and its curved shield are fitted after the upper armour sides are painted and fitted, for ease of painting. With all the detail included in this kit, working in sub-assemblies and painting as you go really is the only way, otherwise you'd find yourself with a completed model that would be a nightmare to paint.

The kit comes with commendably delicate front fenders, to which are applied headlights, jack and jack block, and another antenna mount. These fenders have tread plate molded onto them, and have fine hinge detail. The gun and spare tracks along the hull front are added last, then its time to paint up the outside.

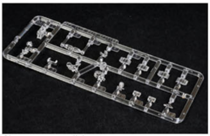
AFV Club provides waterslide markings for 5 vehicles, all vehicles from the Eastern Front. The colours called out in the instructions are generic 'red brown', dark yellow' and 'olive green', with no manufacturer details. I guess they leave it up to the modeler to choose his or her favourite medium. These decals responded well to Gunze Sangyo Mr Mark Softer and went on without silvering, even on matt paint. It would have been nice for AFV Club to include some decal options from the Italian Front, but they shouldn't be hard enough for most modelers to scrounge from their spares box.

AFV Club's 1:35 scale Nashorn captures the look of this fearsome pachyderm perfectly. The kit has lots of delicate features and really goes together well. Its probably not for a novice modeler, with a ton of tiny parts, but nor is it really aimed at the high end rivet counter. Well done AFV Club on another great release. ■

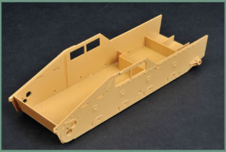
Thanks to J.B. Wholesalers for the sample
www.jbwholesalers.com.au

One-piece flexible vinyl tracks are included.

The turned metal barrel is a nice touch.

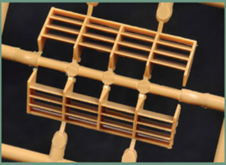


Clear parts are well done too.

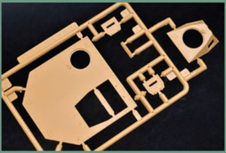


The one-piece lower hull will ensure correct alignment for this important element.

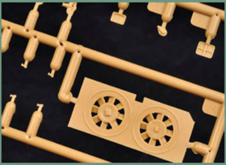
The inner gun shield.



Nicely moulded engine vents.

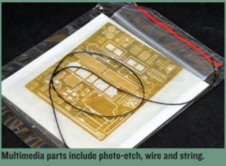


Forward upper hull details.



Some engine bay detail is supplied, including the fans.

The large superstructure side mouldings.



Multimedia parts include photo-etch, wire and string.

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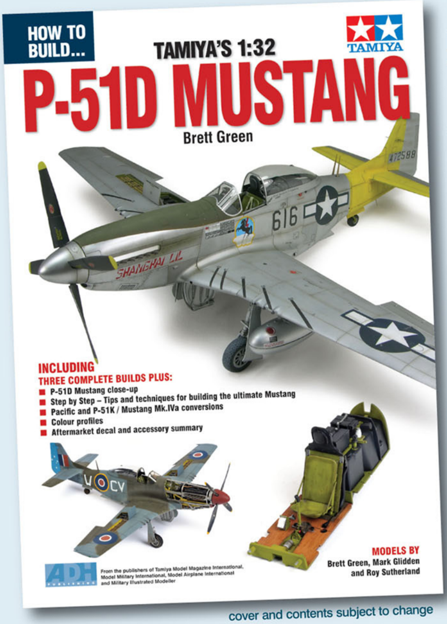

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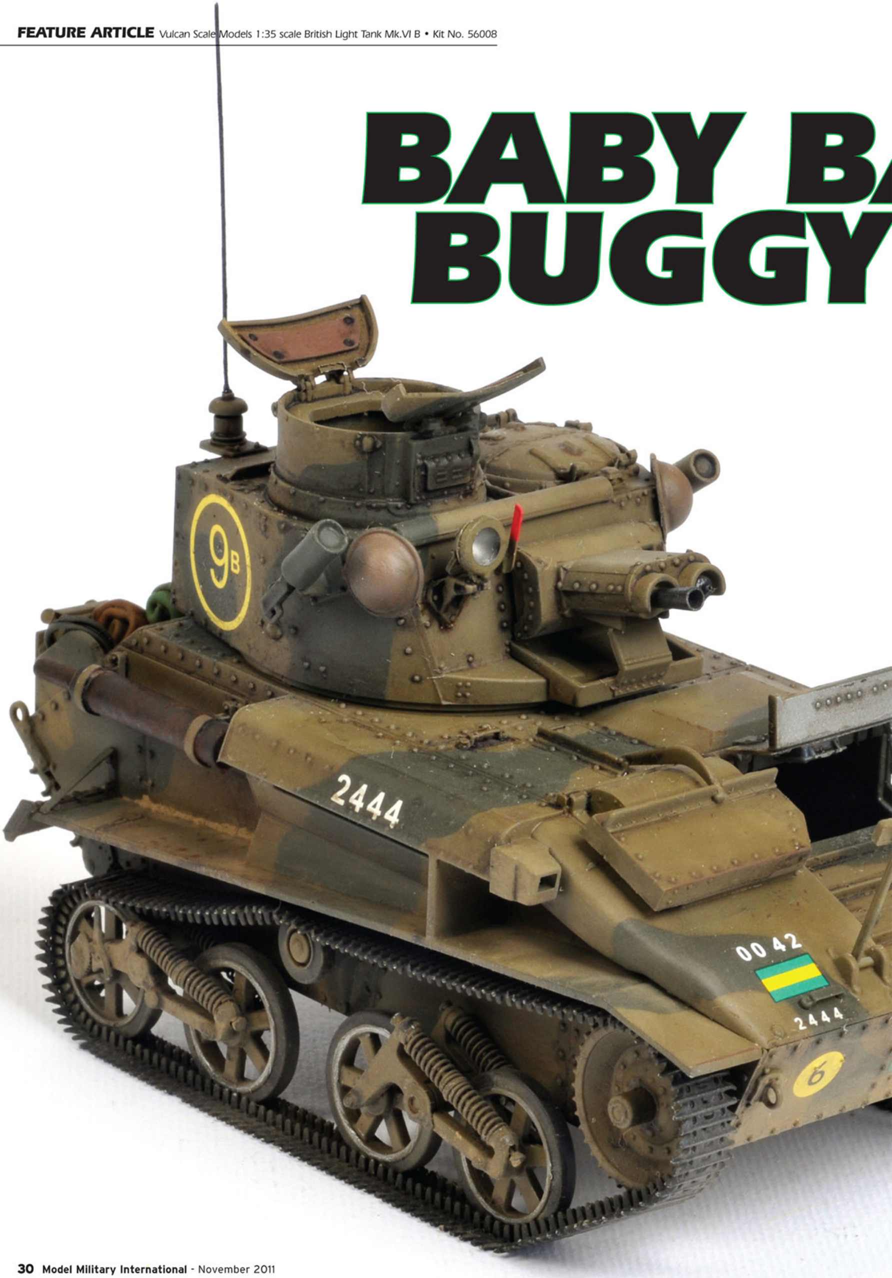
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ATTLE

Al Bowie examines the brand new 1:35 scale Vickers Light Tank Mk.VI B in the box, and **the Editor** builds it.

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Modelling skill required
For ages 14 and over
Cement and paint not included
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The box art is very attractive but the colours are a bit too bright for this early-war period.

The Vickers Light Tank designs were produced in quantity during the interwar years as an economical way to field tanks in the reconnaissance role during the budget restraints of those times. The Mk.VI family was the culmination of the design with a two man wireless equipped turret armed with a Vickers .5" machine gun and a Vickers .303" MG Coaxial in the Mk.VI B, which was the most numerous in production.

The Mk.VI B Light Tank was produced between 1936 and 1940 and they were woefully mismatched against the German light and medium designs of the Blitzkrieg era. Due to perennial shortages in AFVs within the unprepared British Army, the Mk.VIs frequently found themselves being used in the Cruiser role, for which they patently unsuitable.

Regardless, they served in great numbers in France and the Middle East. They were used to re-equip the Home based armoured divisions after the fall of France and could be found in front line service as late as 1942 before being relegated to Training. They were lightly armoured, mechanically reliable and fast, befitting their role as reconnaissance vehicles. They performed well in the Middle East, Crete and Greece but were eventually overwhelmed by the vastly superior and far better equipped German forces.

WHAT'S IN THE BOX?

Vulcan is a relatively new player but they set themselves a very high bar with their first release, a superb British 2 Pounder Anti-Tank Gun.

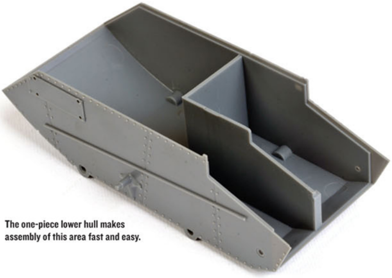
They have continued the early war British theme with their latest release that raises the bar even further in terms of quality, detail and originality with their stunning kit of the diminutive but important British Light Tank Mk.VI B, which featured heavily in British AFV strength in the early war years until British industry could get onto a true war footing.

It has been a long wait for a model of this important AFV and this kit exceeded my expectations in spades. The kit comes in a small sturdy box with a traditional top-opening lid giving you a cardboard tray to keep the parts together. The box is thoroughly filled with around 172 grey styrene parts, eight metal rods, 32 springs, one photo-etched fret and a decal sheet with markings for two vehicles.

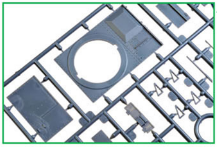
The instructions are printed on A5 glossy paper and are in black & white including the colour guide. The colour guide throughout gives Tamiya, Mr Color and Life Color matches including mix ratios where no direct colour is available, a nice touch. Construction is broken into 18 stages and some of the diagrams are quite busy given the size of the paper. If you are like me and have "older" eyesight then I recommend blowing up the instructions on a photocopier and keeping the Optiviser or magnifier handy as this kit has some incredibly small parts like the earlier Vulcan 2 Pdr kit. The kit is very well detailed and manages to fit in excess of 250 parts (Stryene, PE, and metal) into a diminutive kit that measures only 115mm long and 50mm high. The standard of moulding is first class in a mid grey styrene.

Construction starts with the thoroughly detailed running gear, which uses two sizes of metal rod and springs in the two types of bogie mounts. Each two-wheel mount uses two metal rods and 8 springs with 12 plastic parts.

The detail on the road wheels is good although there are two ejector marks on the spokes that need to be removed. They have a good cast look to them like the real thing although they should have casting numbers. Like the road wheels, the bogie arms also have very faint ejector marks and no casting numbers. The rear bogie arm makes a very good attempt at the ratchet adjuster of the real thing in two parts and they only ▶



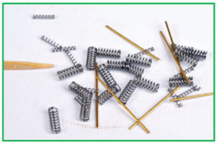
The one-piece lower hull makes assembly of this area fast and easy.



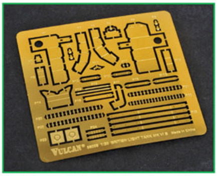
Mouldings are crisp and very well detailed, with a combination of raised and recessed surface features.

The one-piece upper turret is well done.

The teeth on the drive sprockets are remarkably fine. They fit the tracks perfectly too.



Some of the springs are tiny, and the rest are even smaller! Check the size against the tip of a toothpick in this photo.



The photo-etched fret sets us off on a few ambitious adventures in metal origami.

Clear parts are included for the spotlight lens and the covered headlights.

omitted the minute (in this scale) tensioning spring. Parts A13 and A14 should have a hole drilled through the lower edge of the rear perpendicular to the lower bracket and running fore and aft at an angle of approx 15 deg to the ground. This was used to insert the tensioning pry bar on the real thing. Vulcan has chosen link and length style tracks in two upper runs, two lower with 12 three link runs to go round the rear bogie (6) (trailing idler), first roadwheel (1) and the drive sprocket (5) . These tracks are minute and the detail adequate. I am reliably informed that they are not the same track as used on the Universal carrier and are slightly different although in this scale you would hard pressed to tell the difference with the naked eye.

The lower hull tub is supplied in one piece with an internal partition for the driver's compartment, although the rear wall should not be there with the real thing having an arched portal to allow access to the fighting compartment.

Positional hatches are provided although only a limited interior is provided in the form of two-part seat. The hull has the correct curved rear lower of the actual vehicle.

The turret is complex and very well detailed. A mix of photo-etched and plastic is again the rule with some extremely small photo-etched parts. The rivet detail is restrained and in scale to the real thing. Unlike most kits, Vulcan has included an antenna rod. The turret hatches may be positioned open or closed although again only a limited interior is provided in the form of seats.

The kit has the correct rounded cupola of the B model and the correct basic pressed steel external smoke mortars (not the cut done SMLE's of other designs).

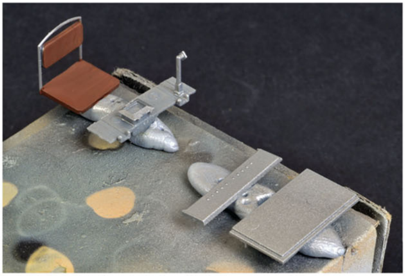
MARKINGS

Options are provided for two vehicles interestingly with consecutive serial numbers. They are both based on photos and appear correct to those photos.

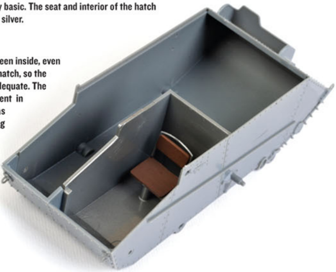
The options are:

- T 2444 3RTR 1st Armoured Division Calaise Late May 1940 (Turret number 9B of C Sqn. In Yellow). This vehicle is finished in G3 Khaki Green & G4 Dark Green.
- T 2445 County of London Yeomanry 22 AB 2AD Cambridgeshire Sept 1940. This vehicle is in the same scheme with the addition of a white band around the lower turret with a 3 Tp A Sqn turret marking in Red. It also has an Anti Freeze Warning Diamond on the Engine covers. ■

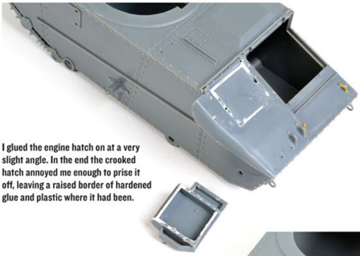
The Editor now takes up the story with construction and painting of Vulcan's diminutive Light Tank Mk.VI B.



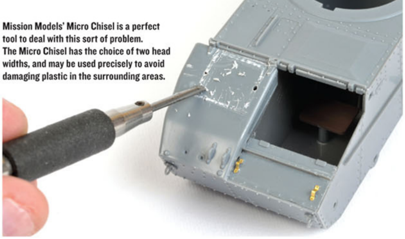
The interior is very basic. The seat and interior of the hatch have been painted silver.



Not much will be seen inside, even through the open hatch, so the seat is probably adequate. The driver's compartment in the real vehicle was open to the fighting compartment at the rear.



I glued the engine hatch on at a very slight angle. In the end the crooked hatch annoyed me enough to prise it off, leaving a raised border of hardened glue and plastic where it had been.



Mission Models' Micro Chisel is a perfect tool to deal with this sort of problem. The Micro Chisel has the choice of two head widths, and may be used precisely to avoid damaging plastic in the surrounding areas.

GETTING STARTED

Vulcan's Light Tank Mk.VI B is not a simple kit to build, but most of the complexity resides in the running gear.

Although the parts count is quite modest, the assembly of the springs and metal rods, along with the plastic nuts and suspension arms, is a test of dexterity, eyesight and patience. The fit is excellent however. As long as you are careful to keep track of the part numbers when they have been cut from the sprues and follow the instructions, you will end up with a convincing result.

But I am getting ahead of myself here. The instructions actually start us off assembling the hull. This is a sensible sequence, so that the bulk of the work will be completed on the hull before the delicate suspension units are added.

The upper hull parts are simply glued to the one-piece lower hull tub. I sprayed the seat and the interior of the driver's compartment silver before assembling these parts. The only problem I encountered was entirely self-administered. Somehow I managed to glue the upper engine hatch (part C35) on very slightly crooked. I did not even notice the misalignment until the part had set like concrete. At first I thought that the problem was not really noticeable, and that it would be almost impossible to see unless viewed from directly overhead. In the end, though, it drove me nuts. I eventually prised the parts off and started again. I used my Mission Models Micro Chisel to clean up the hardened glue and plastic from the original placement and then reattached the part, double-checking the alignment several times before leaving it to set.

I also realised as I was writing this that I had neglected to install a photo-etched lifting point (part P7) on the hatch too. This was a small exploded view diagram on the already small instruction sheet, and I somehow missed it during construction.

SPRING IS SPRUNG

I was dismayed to see the tiny dimensions of the springs when I tipped them from their ziplock bag onto the white paper covering my modelling desk. I was also surprised that the instructions noted there were long and short versions of each diameter spring. They all looked the same to me – until I examined them more closely. My first task, then, was to separate the short and long springs into separate groups.

Before attempting assembly of the running gear, I made sure that I had a good pair of tweezers and an Optivisor for magnification close at hand. I would need both for the next few hours.

In addition to the tiny springs, we also need to prepare the locking nuts (parts B3). These are actually moulded to Spue B; not as separate parts, but attached flat to the runners. We have to therefore carefully slice these off. There are a number of potential challenges here.

First, we must make sure that the cut is straight and as close to the base as possible.

Secondly, we have to be careful that the newly freed nuts are not launched off the model desk into the hungry jaws of the carpet monster. The parts are so small that you will never find them again. Ask me how I know.

Thirdly, manoeuvring the tiny parts onto the ends of the brass rods is tricky.

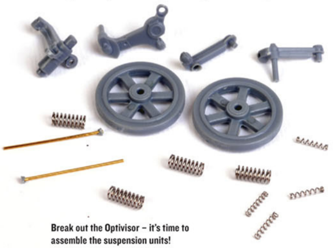
Vulcan tacitly acknowledges these challenges by including four extra nuts on the sprue runner. This was only just enough for me, as I lost or destroyed all four spares.

The specific sequence that I used to assemble the suspension units is shown in the accompanying images and captions. The only additional piece of helpful information is that I think I attached the locking nuts back the front.

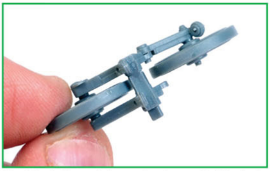
I also drilled out the holes for the tension adjusters in parts A13 and A14, per Al's suggestion in the in-box review.

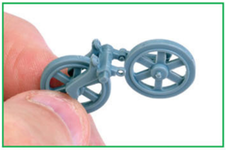
When all four units had been assembled, I super glued them to the shallow mounts on the hull sides. A couple of the units were skewed up or down, but thanks to the workable suspension I was able to bend them back to a position where all eight wheels eventually touched the ground.

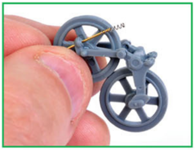
I did not glue the drive sprocket to the hull at this stage, as I thought it would be useful to adjust the position at the same time as I installed the tracks. ▶

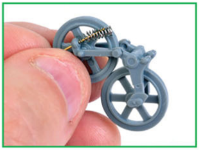

Break out the Optivisor – it's time to assemble the suspension units!

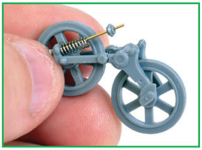
There are four different units to be assembled, so you need to keep careful tabs on the part numbers. Trapping the road wheels between the main axle arms is easy enough.

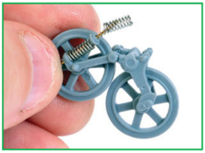

I found that the best method to complete the assembly of the plastic parts on each unit was to press on one of the arms, then press the wheel onto the axle. The remaining axle arm may then be glued to the wheel (there is no reason why the wheels should rotate), leaving the scissor arm workable. It is important that the suspension should remain workable when the metal rods and springs are installed.

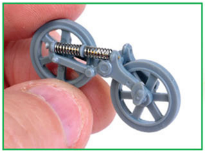

The fourth axle arm has not been attached to this suspension unit yet. The fit is nice and tight, but the scissor arm remains workable.

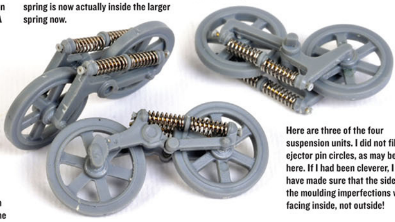

Assembling the rods and tiny springs is a delicate operation. Here is how I did it. I started by super-gluing one of the plastic stop nuts (part B3) to the end of the metal rod, then pushed that rod through one of the holes in the axle arm. A small spring was carefully slid onto the rod.

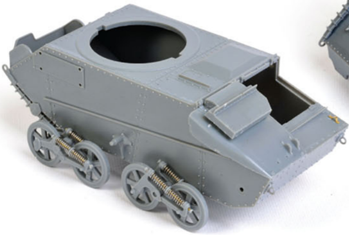

A larger spring was slid onto the rod, over the top of the smaller spring. The small spring is now actually inside the larger spring now.


The plastic buffer / washer is slipped onto the rod and slid into place.

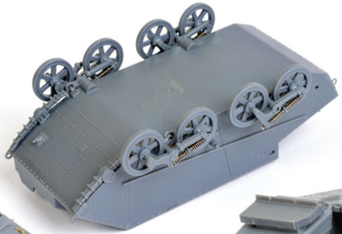

The procedure with the springs is repeated – small spring first then larger spring over the top.


The suspension unit is rotated until the end of the rod can slip into the mounting hole in the opposite scissor arm. The rod is then pushed through a little further and secured in place by super-gluing a plastic stop nut (part B3) to the end.

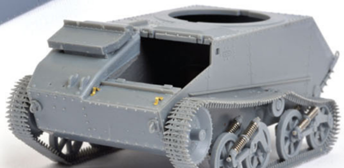

Here are three of the four suspension units. I did not fill the ejector pin circles, as may be seen here. If I had been cleverer, I would have made sure that the side with the moulding imperfections was facing inside, not outside!



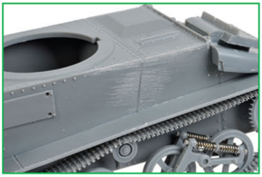
The suspension units were skewed when they were first attached to the lower hull, but a judicious application of brute force eventually persuaded the eight wheels to touch the ground simultaneously.



The mounting points for the suspension units are shallow and a bit wobbly, so super glue was used to lock the units in place.

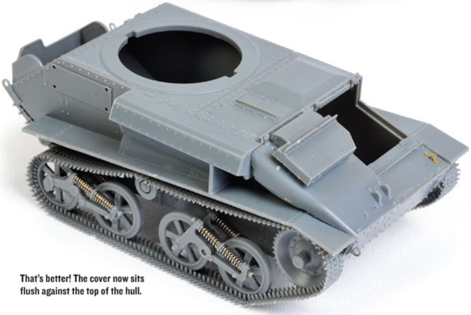


The tiny track links looked terrifying, even with the long lengths supplied for the upper and lower runs. Assembly, however, was amazingly fast. Note that I have slightly bent both upper runs to suggest sag. This did not effect the excellent fit.



The vent unit to the side of the engine compartment was the only ill-fitting aspect of the kit. I sanded off the raised rivets on the hull side so that the unit would fit flush against the side of the hull.

Test fitting suggested that the vent and cover would sit a bit high, so the base was sanded down with a couple of course sanding sticks.



That's better! The cover now sits flush against the top of the hull.

MAKING TRACKS

If the running gear was a challenge, the miniscule tracks might have been a total nightmare. However, Vulcan has thoughtfully moulded these as two runs for the top, one run for the bottom and a number of sections of three links to wrap around the drive sprocket and rear road wheel.

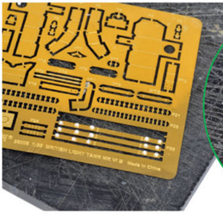
I had allocated a full day to assembling the tracks, and the night before I cut a few of the parts off the sprue to test the fit. The three-link sections fitted beautifully on the miniature teeth of the drive sprocket, so I added a few more. I then tested a few of these short lengths on the rearmost road wheel, which doubles in function as the idler wheel. Once again, the fit was great. Just out of curiosity, I glued a three-section length to the top of the return roller and checked the fit of the top runs. Before doing this, I slightly bent these longer sections to suggest sag in the top runs. The ends mated perfectly with the short pieces on the idler wheel and return roller so I glued the drive sprocket in place and secured the front to run too. The bottom run was equally trouble free.

Much to my surprise, I had assembled one entire side of the tracks in around half an hour. As I was on a roll, I did the other side straight away.

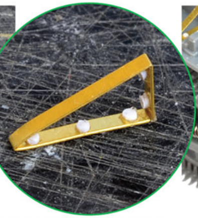
Considering the tiny size of the links, Vulcan has engineered the tracks cleverly to maintain their scale fidelity while still making them straightforward to assemble. The only problem is that the sprue attachments are far heavier than tracks themselves, so the edges of the links are a bit ragged after they are cut from the attachment points.

With the tracks in place, the track guards may be glued to the hull sides. The location for these is vague, lengthwise and height-wise, so take your time here.

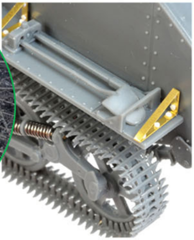
Photo-etched bolt heads are supplied on the kit fret, but I decided to punch my own from plastic sheet using my Waldron Sub-Miniature Punch and Die set.



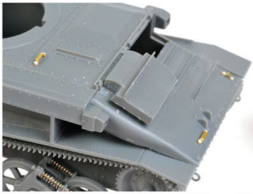
Plastic bolt heads have been attached to the track guard brackets using Gator's Grip acrylic glue.

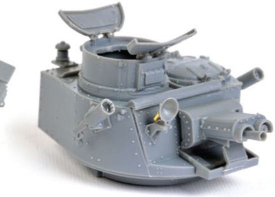


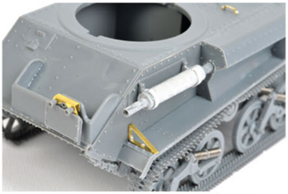
The photo-etched brackets are folded into shape. Although the kit also supplies plastic parts for these brackets, the photo-etched option is a much better scale representation of the real thing.

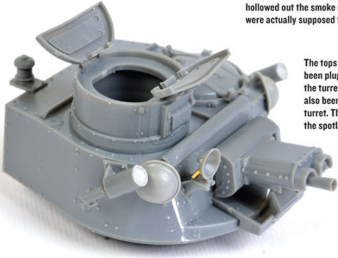


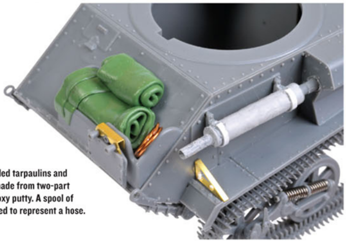
The brackets glued to the port side track guard. The very nice separate tools and their mounts may be seen here too.


More photo-etched options – this time lifting handles.


The turret went together without trouble, although there was a narrow wedge-shaped gap on one side of the turret front plate. Note that I have hollowed out the smoke dischargers. This is before I figured out that they were actually supposed to be covered.


The muffler and exhaust pipe were textured with Tamiya Surfacer, and the mounting straps replaced with thin strips of plastic.


The tops of the smoke dischargers have been plugged and the gap in the corner of the turret filled with Milliput. Helmets have also been hung on the front corners of the turret. The complex folded metal handle for the spotlight defeated me entirely.


A couple of rolled tarpaulins and a towel were made from two-part Kneadatite epoxy putty. A spool of copper was used to represent a hose.

THE HOME STRAIGHT

With the running gear happily completed, the balance of construction proceeded quickly.

Vulcan supplies a number of options for fittings on the upper hull, offering a choice between plastic and photo-etched parts. Some of the photo-etched options are simple and very worthwhile, such as the triangular track guard supports. The plastic parts look thick and clunky in comparison. I used the photo-etched grab handles and the mounts for the jack handle too. However, the metal origami required to deliver the boxes for the headlights seemed a bit much considering their plastic counterparts would look pretty good for much less effort.

During test fitting, I found that the big engine vent assembly, part C34, sat a little high against the main hull. It is possible that this was my fault. If the track guard was installed too high this would adversely affect the height of the engine vent too. The base of this unit was therefore sanded down with a coarse sanding stick until the top sat at the same level as the hull roof. The raised rivets were also sanded off the mating area of the hull side so that the unit sat flush against the hull.

I added texture to the muffler and exhaust by stippling Tamiya Surfacer before attaching them to the hull. I also replaced the moulded-on mounting straps with thin strips of plastic.

Assembly of the turret was generally straightforward although I thought that the placement of part E5, underneath the gun assembly, was vague. The instructions show this part attached to part E4 in Step 13, but I recommend that part E5 should not be secured until after part E4 is glued to the turret in Step 17. This will give you a bit of wiggle room to adjust the angle of part E5 against E4 and the bottom of the gun assembly.

I also suggest that the delicate photo-etched vane sight is not installed in step 16, but left until the very end of construction. I did not fit mine until after the model was painted.

The only other minor fly in the construction ointment was the double photo-etched handle on the turret spotlight. I wound up mangling the soft metal parts while trying to bend them into the very ▶

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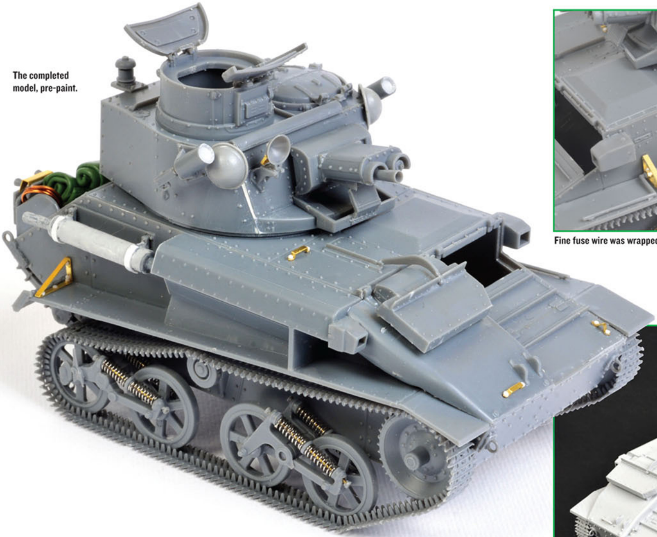
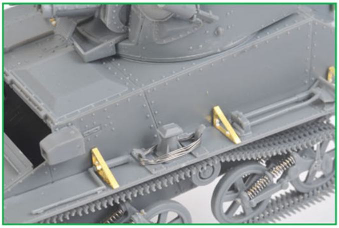
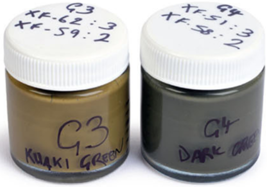


The completed model, pre-paint.



Fine fuse wire was wrapped around the jack.

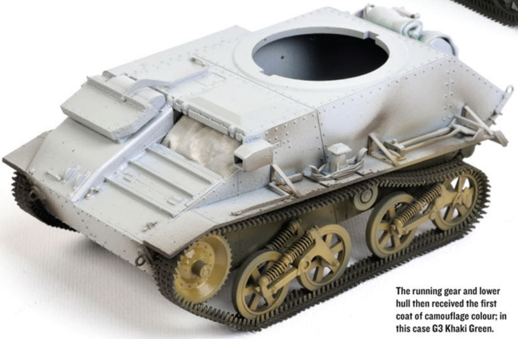
A couple of coats of grey Tamiya primer straight from the spray can helped highlight a few small but stubborn gaps and seam lines.



British camouflage colours G3 Khaki Green and G4 Dark Green are not available straight off the shelf, so a batch of each was mixed from Tamiya acrylics. Please note that the formula for G4 is actually three parts XF-61 (not XF-51) and two parts XF-58.

The tracks and road wheels were roughly sprayed with a 50:50 mix of Tamiya XF-1 Flat Black and XF-64 Red Brown.

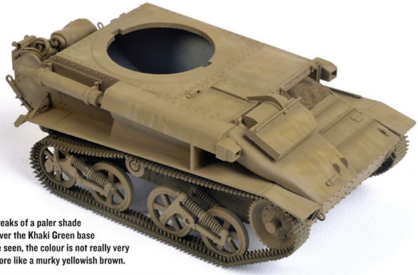
> **"Construction is challenging in some areas, especially the workable running gear, but fit and engineering is excellent..."**



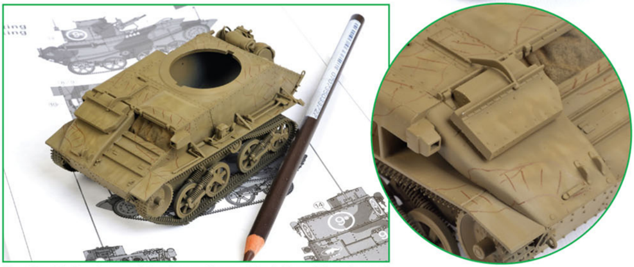
The running gear and lower hull then received the first coat of camouflage colour; in this case G3 Khaki Green.

The turret was mounted on the end of a paintbrush with a blob of Blu-Tack to make handling easier while spraying this assembly.

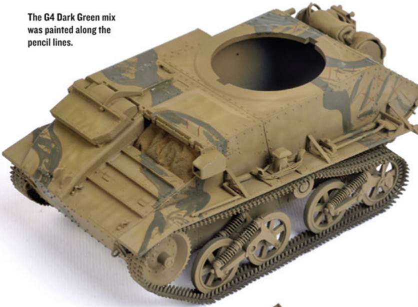
Synthetix
3330
A. J. Leeman Hobbies



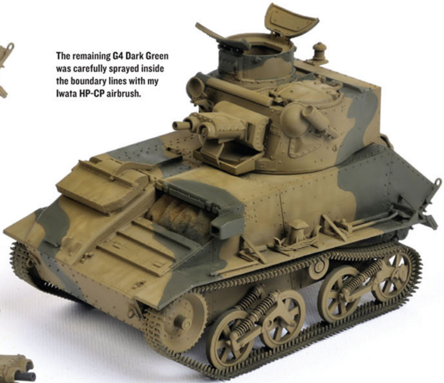
Mottles and streaks of a paler shade were sprayed over the Khaki Green base coat. As may be seen, the colour is not really very green at al – more like a murky yellowish brown.



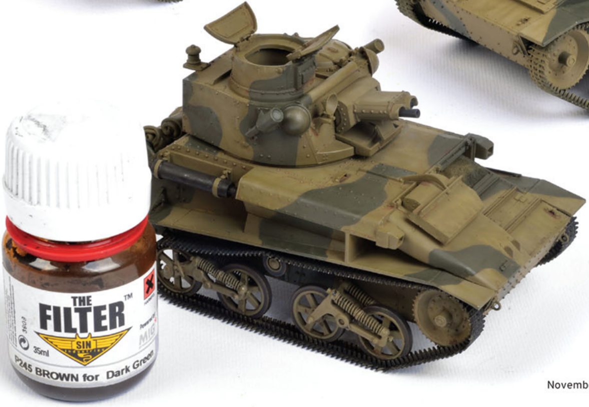
The outline of the disruptive camouflage pattern was drawn on with a dark brown Prismacolour pencil.



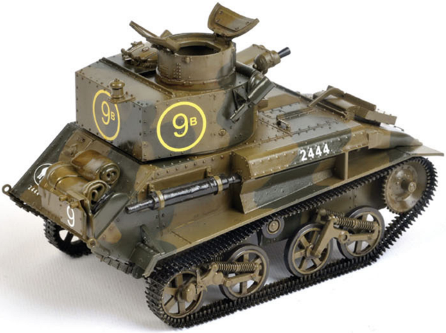
The G4 Dark Green mix was painted along the pencil lines.



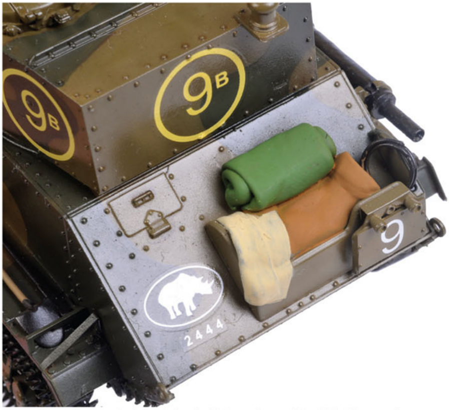
The remaining G4 Dark Green was carefully sprayed inside the boundary lines with my Iwata HP-CP airbrush.



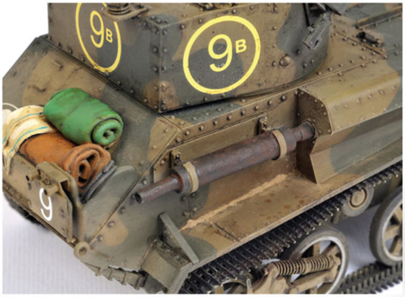
SIN Industries' P245 Brown Filter was brushed over the entire model as an initial weathering treatment. The tyres and metal fittings such as the exhaust, the muffler and tool heads were brush painted using the black-brown mix at this point too.



Two coats of Future floor polish thinned with around 10% isopropylene alcohol delivered a high gloss finish ideal for the kit decals. These needed a little persuasion over the raised rivet heads, but eventually settled down nicely after a couple of applications of MicroSol decal setting solution.

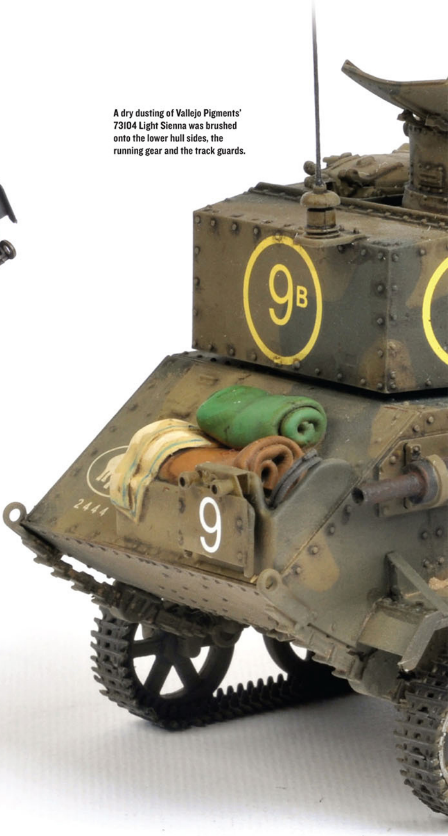


The overall camouflage was quite drab, so I elected to brighten up the rear of the vehicle with green and tan tarpaulins. The draped and folded towel was painted a pale shade of cream. The stowage was brush painted with Vallejo acrylics.

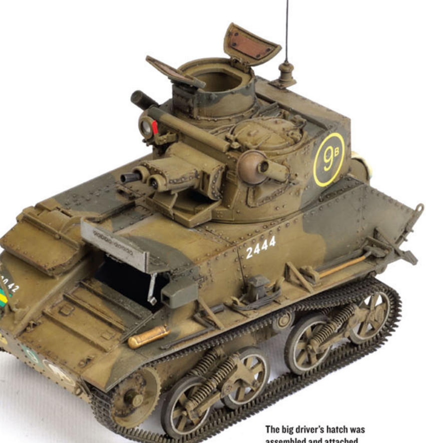


The model received a selective wash of dark oil paint before a coat of Testor's Flat Clear lacquer. The exhaust was given the Mig Productions' Rust treatment, but sparingly.

> **"Much to my surprise, I had assembled one entire side of the tracks in around half an hour. As I was on a roll, I did the other side straight away..."**



A dry dusting of Vallejo Pigments' 73104 Light Sienna was brushed onto the lower hull sides, the running gear and the track guards.



The big driver's hatch was assembled and attached in the open position. The helmets were painted Tamiya acrylic XF-54 Flat Earth.

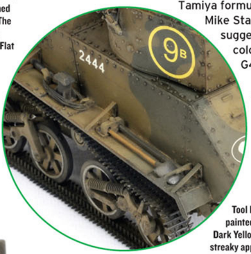
specific but very small compound profile required by the instructions.

BEF COLOURS

Early-war colours are not available as acrylic paints straight from the rack, but Vulcan helpfully supplies formulas for mixing G3 Khaki Green and G4 Dark Green from the Tamiya, Mr Color (lacquer) and Life Color ranges.

I mixed my paints in batches using Tamiya acrylics and stored them in resealable glass jars to ensure a good match in case I needed to repaint any areas later. Although the box art suggests that the pale camouflage colour is a fetching shade of light bright green, the actual G3 mix is a muddy drab yellowish brown. The Tamiya formula matches Mike Starmer's suggestions for colours G3 and G4.

The specifics of my paint job are covered in the accompanying photos and captions.



Tool handles were painted Tamiya XF-60 Dark Yellow, followed by a streaky application of X-26 Clear Orange and a flat coat to seal the finish.

CONCLUSION

I have wanted to build a 1:35 scale Vickers Light Tank Mk.VI for a very long time. I unsuccessfully attempted to purchase Cromwell's Light Tank Mk.VI C during 2010, and I also considered buying the IMA resin kit prior to that.

I am therefore delighted that Vulcan's Light Tank Mk.VI B has come to the rescue, filling this important gap in the Allied tank line-up as an injection moulded kit.

Vulcan's kit features state-of-the-art moulding, excellent detail and plenty of multimedia with its photo-etched fret, rods and springs.

Construction is challenging in some areas, especially the workable running gear, but fit and engineering is excellent. However, I would have liked to have seen more and larger diagrams in the instructions, as the detail does tend to get lost in the jumble of parts.

Despite this nit-pick, I can heartily recommend Vulcan's 1:35 scale British Light Tank Mk.VI B to experienced modellers.

I can only hope that we see more variants of this important British tank from Vulcan. ■

Modelspec

Vulcan Scale Models 1:35 British Light Tank Mk.VI B
Kit No. 56008

Tools and Modelling Products

Iwata HP-CH Airbrush
Aztek A470 Airbrush
Waldron Sub-Miniature Punch and Die set
Mission Models Micro Chisel
Tamiya Extra Thin Cement
Revell Contacta Cement
Gator's Grip acrylic glue
Kneadatite Blue/Yellow Epoxy Putty Tape
Milliput White Two-Part Epoxy Putty

Paints and Finishing Products

Tamiya Acrylics - X-26 Clear Orange; XF-1 Flat Black; XF-2 Flat White; XF-51 Khaki Drab; XF-52 Flat Earth; XF-58 Olive Green; XF-61 Dark Green; XF-62 Olive Drab; XF-64 Red Brown; XF-69 NATO Black; XF-78 Wooden Deck Tan.
Tamiya Spray Grey Primer
Vallejo Model Colour Acrylics - 70877 Goldbrown
Testor's Model Master Flat Clear Lacquer
Future Floor Polish
Tamiya Liquid Surface Primer
Winsor & Newton Oil Paints - 25 Lamp Black; 35 Raw Umber
Sin Industries Filter - P245 Brown Filter for Dark Green

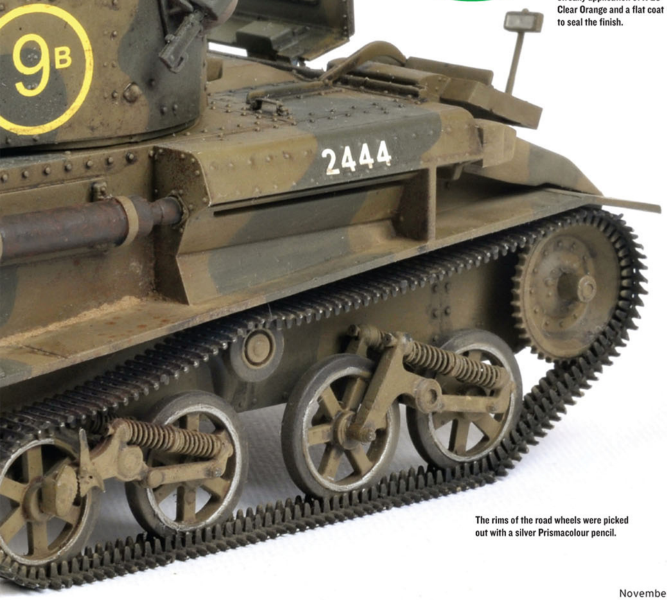
✓ Long-awaited subject; excellent detail; authentic link and length tracks.

✗ Some very delicate and complex construction sequences; ejector pin circles on running gear.

Available from

Vulcan Scale Models are available online from The Airbrush Company www.airbrushes.com

Rating ●●●●●●●●◐○



The rims of the road wheels were picked out with a silver Prismacolour pencil.

1:35 '39-'45 SERIES
105mm Howitzer M2A1 & Carriage M2A2 w/USMC Gun Crew
Smart Kit
DRAGON

Graham Tetley takes a good look at Dragon's second version of the ubiquitous M2A1 105mm howitzer.

THE UNIVERSAL HOWITZER

The 105 mm M2A1 (M101A1) howitzer was the standard light field howitzer for the United States in World War II, seeing action in both European and Pacific theatres. Entering production in 1941, it quickly entered the war against the Imperial Japanese Army in the Pacific, where it gained a reputation for its accuracy and powerful punch. The M101 fired 105 mm high explosive (HE) semi-fixed ammunition and had a range of 11,200 metres (12,200 yd), making it suitable for supporting infantry.

All of these qualities of the weapon, along with its widespread production, led to its adoption by many countries after the war. Its ammunition type also became the standard for many foreign countries' later models. In 1962 the artillery designation system was changed and the 105mm M2A1 howitzer became the M101A1. It continued to see service in the Korean and Vietnam Wars. Though a similar model, the M102 howitzer, shared the same roles in battle, it never fully replaced the M101. Today the M101A1 has been retired by the U.S. military, though it continues to see service with many other countries.

The Canadian Forces continued to use the M2A1 as the C1 Howitzer until 1997 when a modification was made to extend its service life. It is now designated the C3. Those improvements include a longer barrel, a muzzle brake, reinforced trails and the removal of shield flaps. It remains the standard light howitzer of Canadian Forces Reserve units. The C3 is used by Reserve units in Glacier National Park in British Columbia as a means of avalanche control. In addition, the M101 has found second usage in the U.S. as an avalanche control gun, supervised by the US Forest Service.

France and the State of Vietnam used it during the First Indochina War.

A number of M2/M101 howitzers were used by Socialist Federal Republic of Yugoslavia and approximately 50 were inherited by Croatia of which 4 are still in use for training with the Croatian army.

M2 Howitzers are still in service in the Australian Army Reserve, albeit in small numbers. They are gradually being replaced by L118 Light Gun and M198 Howitzers. *

As a follow-on from the earlier 1:35 scale release, Dragon has now kitted this venerable artillery piece as the later version and in USMC colours.

The kit comprises of 104 parts for the gun, one turned aluminium barrel with rifling, and 73 parts for the four-man gun crew. Moulding is clean and crisp with no flash or ejector pin marks on visible surfaces. The instructions are fairly clear for a Dragon kit and quite easy to follow.

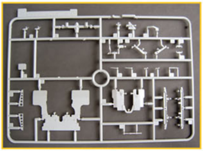
The first thing that struck me about this kit is that whilst the instruction show that you can assemble it in towed or firing position, the main gun shield is moulded as one part and fixed in the firing position. If you want to depict the gun being towed you will have to perform surgery, and it seems strange that the shield was not done in two parts. The second thing that struck was that the spring equilibrator is rather crude, in that spring has been moulded solid. However, the rest of the kit is good.

Assembly of this kit is very modular and a glance at the instructions will tell you that you can work on various sub-assemblies before bringing the whole together. Whilst they dry you can start on the crew who are suitably attired for the Pacific campaign. A change of arms is provided, as well as three shells, on Sprue D and this allows you change this former US Marines (Iwo Jima) set 6038 into a USMC gun crew.

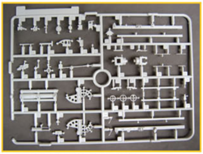
Whilst the box art, inclusion of USMC figures, and title of the kit, might suggest that you will be building a USMC gun, strangely only one of the six decal options is for the Marine Corps.

In conclusion this is not a bad little kit. It is simplified in some places, but would be a good starter model. Recommended. ■

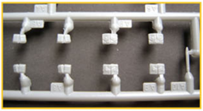
Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



Sprue B, with the modified shields.

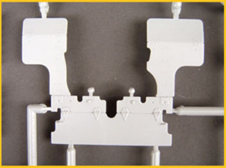


Xyxy x yxy xxyxy xy xyx xyxyx yxyx.

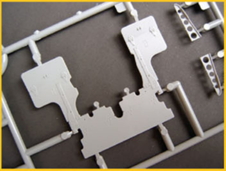


Separate ammunition pouches.

Sprue A in all its glory.



Build it any way you want, as long as it is in the firing position.

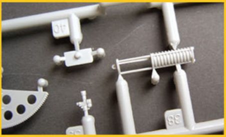


The reverse side of the main shield.

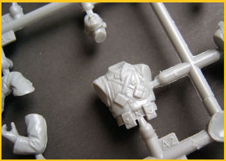
Road wheel detail.

The breech.

The metal barrel with rifling.



The simplified equilibrator spring.



Uniform detail is good.

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* History courtesy of **WIKIPEDIA**

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SS5719 - M5/M5A1 STUART WALK AROUND

M5 Stuart Tank
Walk Around
Squadron/Signal

The light M5 Stuart tank was a much-upgraded version of the M3 Stuart. Named for Confederate General J.E.B. Stuart, the Stuarts filled the need for a light tank and, in addition to the US, they were supplied to Allied military forces. The leap from the M3 to the M5 Stuart took place in 1941, when the US Ordnance Department accepted a proposal by Cadillac to install double Cadillac V8 engines in the tank and, after remodelling the hull to accommodate the new motors, a new tank, the M5, was born. Reconnaissance units in the front lines of US forces were always accompanied by the agile M5s. With a top speed of 45 mph, armor protection, and firepower, the M5A1 provided powerful support. Though not a match for heavy German armor, the Stuart was more than adequate for dealing with infantry. In addition to the US military, M5s were supplied to Britain, the Soviet Union and France. After WWII, the Stuart saw action in such far-flung places as China, India, and Indochina. Illustrated with more than 190 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5722 - Valentine Tank Walk Around

Valentine Tank
Walk Around
Squadron/Signal

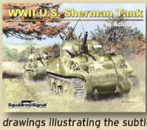
The Valentine Infantry Tank III, a private venture design from Vickers-Armstrong, was the third of Great Britain's Infantry Tank designs. Though not the first tank to go into battle against the Axis in World War II, the Valentine has the distinction of having the highest production numbers of any wartime British tank, and arguably the most variations. A total of 8,275 Valentines were produced in no fewer than 11 major variations – from Mark I to Mark XI – along with Duplex Drive and other specialized versions. The Valentine received its baptism of fire with the British 8th Army in Operation Crusader in North Africa in July 1941. From that date until late 1943, the Valentine was Britain's primary Infantry Tank. Besides fighting under the Union Jack, Valentines saw action under the flags of Canada, the Soviet Union, Australia, and New Zealand. They took part in combat in both the European and Pacific Theaters, and after the war continued to serve several British Commonwealth armies as late as the 1950s. Illustrated with 250 photographs, plus color profiles and detailed line drawings. 88 pages.

SS5902 - K5(E) RAILGUN DETAIL IN ACTION

K5(E) Railgun
David Doyle
Detail In Action
Squadron/Signal

The German K5(E) 280mm railgun is arguably the most effective weapon of its type ever developed. Boasting an 11-mile range, the 24 massive guns of this type were deployed from Italy to the Russian Front, and even along the English Channel Coast. Today, only two of these fearsome artillery pieces remain. Through a collection of 55 vintage black and white photos - many of them previously unpublished - and more than 170 photos of the two preserved examples in the US and France, the intricacies of these massive weapons are explored in detail. In addition, the book is augmented by nine illustrations; 80 pages.

SS2048 - WWII US SHERMAN IN ACTION



The iconic American tank of World War II, the M4 Sherman was known for its simple, reliable, and flexible design. The full story of the Sherman's exploits would fill several volumes, so this book focuses on the variants and sub-variants of the Shermans used by U.S. forces during WWII. Augmenting the nearly 200 period photos, many of them in rare original color, are a host of exquisitely rendered line drawings illustrating the subtle variations in hull, turret, and weapons used on these famed armored fighting vehicles. Includes color profiles; 80 pages.

SS5721 - M108/109 SP HOWITZER

M108/M109 Howitzer
David Doyle
Walk Around
Squadron/Signal

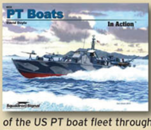
Introduced in the early 1960s, the M108/109 marked the transition from open-topped to fully enclosed self-propelled artillery. Developed simultaneously, the M108 and M109 went from experimental to 'standard' classification in July 1963. Illustrated with more than 315 photographs, plus color profiles and detailed line drawings; 88 pages.

SS2047 - TIGER I In Action

Tiger I
David Doyle
In Action
Squadron/Signal

The Tiger is arguably the most feared tank of WWII. Billed as invincible by Nazi propaganda, the massive, heavily armed and armored, vehicle's mystique has continued to grow in the intervening years. Often forgotten were the 56-ton behemoth's weaknesses, among which were a feeble power-train and suspension, an unquenchable thirst for precious fuel, and perhaps most crucial, the huge drain it imposed on Germany's manufacturing and engineering resources. Illustrated with over 200 vintage photographs, plus color profiles and detailed line drawings; 72 pages.

SS4034 - PT Boats in Action



American Patrol Torpedo (PT) boat crews served valiantly in every theatre during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them colour. Covers ELCO, Higgins, and Huckins boats.

Shown here is a selection of some of the most popular titles, many more available

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ARMOURED PIONEER

Andy King visits kitbashing wonderland to produce a 1:35 scale M728 Combat Engineer Vehicle using parts from ESCI, Academy, Tamiya and Perfect Scale Modellbau.

The M728 CEV (Combat Engineer Vehicle) first entered service in 1965 during the Vietnam War. Based on the M60 chassis, the CEV was fitted with a hydraulically operated dozer blade, lifting frame and winch. The 105mm main gun was replaced with a shorter barrelled 165mm demolition gun that fired HEP (High Explosive, Plastic) rounds, these being effective against concrete fortifications.

The vehicle was designed to support forward armoured operations by breaching and clearing obstacles plus other pioneering operations. It saw service with US Army front line units up till the start of the 21st century, however it couldn't keep up the pace with newer vehicles such as the M1 Abrams and was eventually phased out. The type still serves with other armed forces such as those of Saudi Arabia and Singapore, which still use the M60 as a main battle tank.

During the infamous siege at the Mount Carmel ranch near Waco, Texas in 1993 five M728s, along with nine unarmed M2 Bradley IFVs were controversially used by the FBI to breach the compound and try to bring the stand-off to an end.

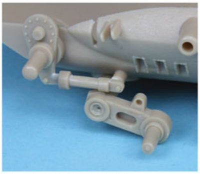
THE MODEL

Looking for something a bit different to build while visiting Scale Model World at Telford 2010, I chanced across the Perfect Scale Modellbau stand. Upon it were some fascinating engineering vehicles, conversions etc and all in very nicely detailed resin but what caught my eye was the M728 CEV. I have always had a soft spot for M60s and this conversion seemed to scream "BUILD ME", so after much soul searching (approximately two minutes' worth) I handed over the cash and it was mine.

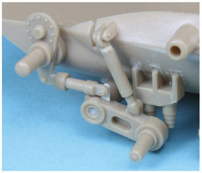
Perfect Scale Modellbau recommends using the Academy M60 but as I bagged an Esci one for a stupid price at the same show I based my model on this. However, one thing I overlooked was the lack of a dozer blade in the Esci kit so I ended up getting the Academy kit a few weeks later anyway. This may seem extravagant but my M728 required a mix and match of various parts so it worked out in the end besides which the Esci kit, although well over 20 years old, is still considered to be the best of all available M60s in 1:35 scale.

CONSTRUCTION

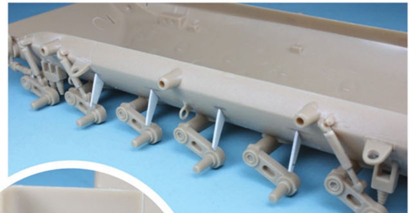
The lower hull was built up pretty much as per kit instructions but



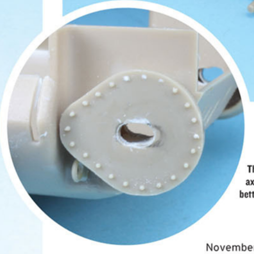
The swing arm before modification



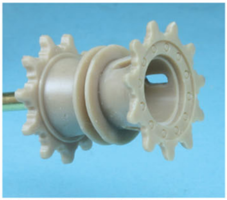
And after!



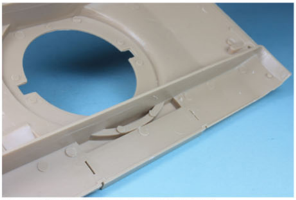
The new suspension bump stops made from styrene sheet.



The hole for the sprocket axle made longer to enable better track tension.



The drive sprocket with lightening holes done.

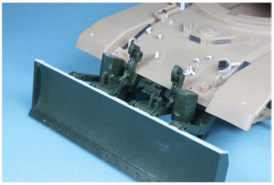


The underside of the fenders require some major filling.

The upper hull detail is quite good considering the age of the kit.

The gaps to be filled and pin marks to be removed.

The rear of the swing arms needing some TLC.



The original layout of the Academy dozer blade. This is the point where I figured something was wrong.

when attaching the swing arms I wanted to give the model a bit of a nose-down attitude due to the weight of the dozer blade and jib so these were angled accordingly. The suspension struts then needed altering in length to suit. These were also improved by removing the moulded-on ridges at the top and bottom. The tensioners that fit to the front axles (parts 7 and 8B) should attach to the first swing arm and not the hull as Esci depict. I removed the moulded stub on the hull, added a rounded wedge of plastic to the torsion bar and shortened the tensioner.

The drive sprockets need three oval shaped lightening holes drilling out in each one as the kit parts are moulded solid. Using the AFV Club track, I had a sneaking suspicion that the situation would arise where the track would be too tight or too slack when fitted so to combat this I removed the drive sprocket stub axles, drilled out holes in the centres then slotted them using a small round file. Brass tube was used for a new axle and I now had the ability to adjust the track tension if needed.

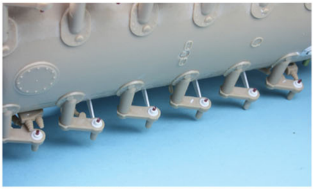
The road wheels are a sloppy fit on the axles so these had 0.005 thou (that's the really thin styrene sheet) shims inserted to help out.

The eight moulded-on 'fins' on the lower hull (actually bump-stops for the suspension) are too low and the wrong shape so these were removed, ideally at the very start of the build so as not to break anything off (like suspension swing arms-don't ask me how I know). New ones were made from styrene sheet and fitted.

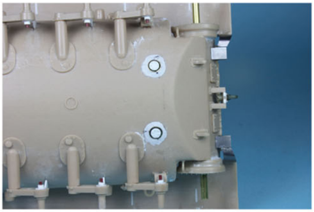
Although not really visible, the transmission and engine drain points were added to the lower hull. These were made by drilling 6mm holes, gluing a short length of brass tube into the holes then making the drain covers from discs punched from styrene. Six bolt heads were added to each one. At least I know they are there.

Before fixing the upper hull to the chassis, raised ejector pin marks were removed and the huge holes filled under the fenders.

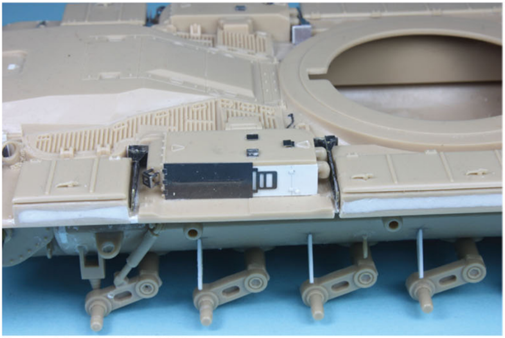
The fit of the upper and lower hull was pretty good considering the age of the kit, requiring only a little filler. In fact, the join was perfect at the front where the



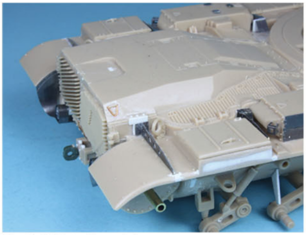
The swing arms with additional detailing.

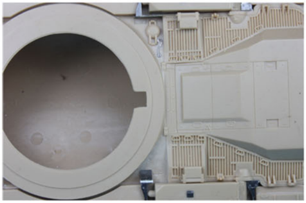


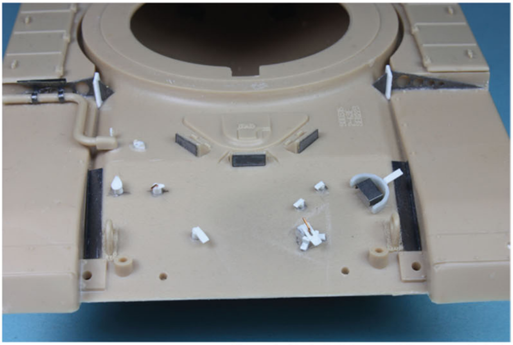
The transmission drain plugs. You can't really see them on the finished model but at least I know they are there.



The stowage lockers on the fenders needed filling.


The extra detailing on the rear deck.


A fault with all current M60 kits are the two filler caps when there is actually only one. This picture shows the correction.


The extra detail for the glacis plate was made from styrene rod and strip.

upper and lower hull meet. The engine doors at the rear also fitted perfectly, so much so that I had to scribe around them and the engine deck to accentuate the doors and the deck panel line. The tow bracket received some additional detailing such as weld seams and bolt heads, the tow hook came from the Academy kit as the Esci one is quite poor.

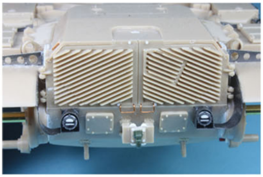
The upper hull needed some upgrading and the first job was to remove the fuel filler cap on the left hand side as there is only one on the real vehicle. After carving away the detail this area was coated in liquid glue and dabbed with a stiff brush to texture the area. The four rectangular indents where the fender brackets fit were filled as these were being replaced by etch items.

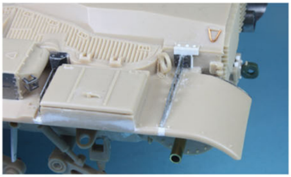
The two intake tubes for the air cleaners on the rear fenders are too low, so the existing holes were filled in and new ones drilled around 2mm higher.

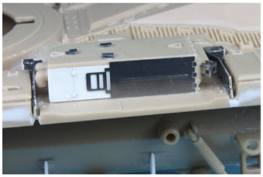
Turning to the front glacis plate, there a few detail parts that are not included in the conversion set so there were added as per reference pictures from styrene strip and rod. The new extended resin headlight guards fitted almost perfectly.

The M9 dozer blade came from the Academy kit and after fitting it together a large gap needed to be filled at the top. I did this but I was still not happy with the result. A strip of 10 thou styrene was glued to it instead with a lip around the top made from microstrip. The rest of it builds up okay, if a little sloppy, but it was during a dry-fit that it became apparent there was a big difference between the fit of a dozer blade to a gun tank as opposed to a combat engineer vehicle. The blade fitted to a standard M60 is mounted to a back plate which is then fitted to the lower front hull. Piping also runs from the rear hull to a hydraulic pack on the left rear fender then underneath the hull. The dozer blade on a CEV is welded directly to the lower hull and has the hydraulic pipe work running internally. This meant that new mountings had to be made from scratch for the dozer blade and the existing ones modified. I also had to make new travel locks for the dozer blade as these are welded to the glacis plate on the CEV too. The resin parts for the travel lock release handle are chunky to say the least so I replaced these with brass rod.

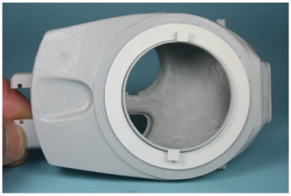
The new resin turret fitted together very well with any gaps filled with Mr Surfacer, the turret was then detailed with parts coming from Academy, Esci and Tamiya. ▶

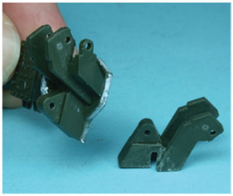

The tow hook was from the Academy kit as the Esci item was poor. Also the Eduard photo-etched tail lights are identical but on the real vehicle one side is different so these were removed later.

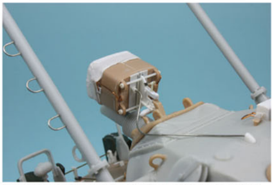

A view of the rear deck.


The air cleaner with extra detailing added.

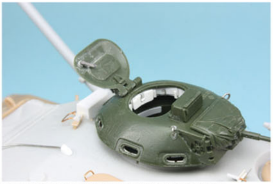
The Perfect Scale Modellbau turret.


I added an extra ring from styrene underneath but this was later removed.

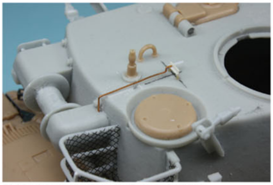

The dozer blade mounts heavily modified.



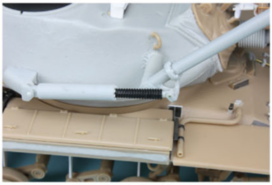
The xenon searchlight came from the Tamiya M60 with scratchbuilt mounts made from styrene strip.



The Academy M19 cupola was used instead of the Esci one.

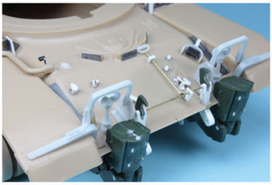


The winch control handle was made from copper wire.

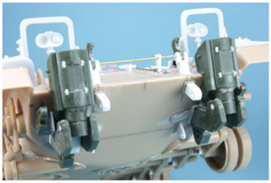


The rubber gaiter for the ram came from an AFV Club kit of the PaK 43 anti-tank gun

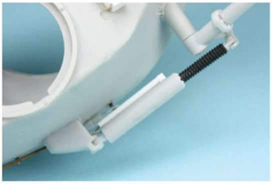
Another view of the searchlight.



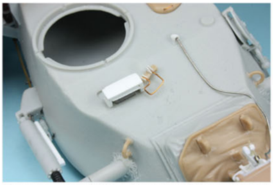
The final position of the hydraulic rams and dozer mounts.



The travel locks and new locating lugs were made from styrene.

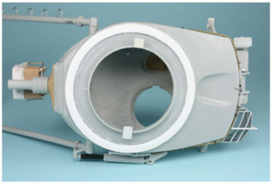


An additional ram was added to the kit item.

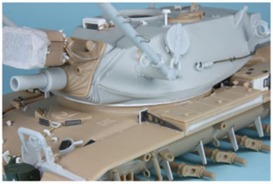


A new armoured cover for the periscope was made from styrene sheet.

Another view of the searchlight.



There was a gap between the hull and turret caused by an extra ring moulded on the hull top so this had to be removed. This was a delicate job as it was so easy to destroy the added detail.



Fortunately I got away with it!

The Commander's cupola was taken from the Academy kit and after finding yet more reference I had a stab at detailing the interior. I also drilled out the small windows around the side. The particular vehicle I was modelling had the larger xenon searchlight fitted so after rummaging through the Tamiya kit I found one, although a new mount had to be made from styrene sheet. Tissue paper was used to represent a canvas covering the front.

The 'A' frame had the resin loops on the side replaced with ones made from fuse wire and some extra detailing done at the pulley end. The hydraulic lifting cylinder at the side of the turret had an extra tube added plus some fuse wire to represent hydraulic piping as this is missing from the kit part.

The ram that connects the 'A' frame to the cylinder on the full size vehicle has a rubber gaiter covering it and to replicate it really had me scratching my head. It took a while to figure out how to do it but the solution came from an AFV Club kit of a WWII German PaK 43 anti-tank gun. The recuperators on the gun have a similar covering and I had one in the spares box - result! This is why you never throw kit parts away, no matter how obscure they may seem.

The construction was more or less complete with the model washed down and ready for painting, but after showing off the work-in-progress on the Missing-Lynx website it was pointed out there was a big gap between the turret and hull. This is due to Esci moulding a stepped inner ring where the turret sits. In the end I removed this 'step' taking great care not to damage any detail and I was more or less successful, only knocking off a couple of bits.

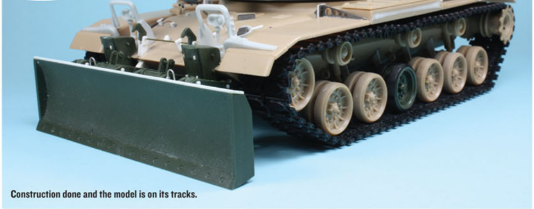
So after washing down the model yet again it was left to dry before painting.

PAINTING

My model was going to represent a CEV of the 12th Engineer Battalion, 8th Infantry Division as part of a REFORGER (REturn of FORces to GERmany) exercise in 1983 and would feature the MERDC (Mobility Equipment Research & Design Command...damn these acronyms) four colour camouflage scheme. This scheme was part of a set developed in the 1970's to suit different terrains and yearly seasons such as summer, winter, desert, tropics etc.

European vehicles were mostly painted in the 'WINTER, US and Europe, Verdant' scheme that

Detail added to the top of the crane.


Construction done and the model is on its tracks.

XF-2
XF-58
XF-52
X-6
Painting starts with a Tamiya base coat over black primer.

The disruptive camouflage was brush painted with Vallejo.

consisted of FS30118 Field Drab, FS34079 Forest Green, FS30277 Sand and FS37038 Black (FS being Federal Standard).

The model was primed in Games Workshop Chaos Black after which the Field Drab was sprayed on. For this colour I made a mix from Tamiya XF-52 Flat Earth, XF-58 Olive Green, XF-2 White and X-6 Orange using Vallejo 142 US Field Drab as my sample. I suppose I could have used the Vallejo but I much prefer spraying Tamiya. What the exact ratios were I couldn't tell you but I was experimenting at my bench for a couple of hours plus I wanted to keep the base coat on the light side as weathering would tone it down later.

The MERDC scheme is pretty specific one so I marked it out with a soft pencil then did something I haven't done for years, I used a brush. Yes, one of those things with hairs instead of a trigger. The paint used was Vallejo 95 US Dark Green as this stuff covers beautifully and is ideal for complex schemes on armour with all their sticky out bits that would make masking a nightmare. The sand and black were also painted with Vallejo.

The few markings found on the vehicle I wanted to model were applied with rub down decals then a coat of X-22 Clear was sprayed all over prior to the weathering.

A gloss coat not only seals decals in but when using washes it helps them flow better without leaving 'tide marks'.

WEATHERING

To start off the weathering process, Mig Productions Dark Brown wash was run into all the corners, engine grills etc to accentuate the detail. When dry, a couple of coats of Lifecolour matt varnish were sprayed overall. It was thinned with de-ionised water and a few drops of Winsor & Newton Acrylic Flow Improver added. Unlike other matt varnishes that I have used previously this stuff worked as advertised giving a great flat finish.

Various colours of oil paint were dotted around the model and worked into the camouflage using a flat brush moistened with enamel thinners. This helps to alter the tonal value across the model and reduce a stark paint scheme.

The mud and dust was built up using various Mig pigments. Heavier accumulations were done with a mix of pigment and white PVA glue thinned with water. Various AK Interactive earthy washes were then flicked on top and this was done by loading a flat paint brush with the wash and very gently blowing it onto the model with an airbrush. The air pressure was kept low for this task.

FINAL BITS

The last few details were painted with Vallejo acrylics. The 'glass' for the Commander's cupola was added using Krystal Kleer and cables for the 'A' frame were from 0.75mm diameter thread that model boat builders use for rigging sailing ships. Stowage in the tiny turret basket came from Academy and Tamiya armour detailing sets with a bedroll made from Milliput.

The AFV Club tracks didn't work out as well as I had planned because after using enamel thinners to fix the pigment to the track it weakened the end connectors and they sprung apart when put under tension. This has led to a bit of non-prototypical track sag in places and would have actually benefited from decent vinyl tracks instead of individual links. ▶

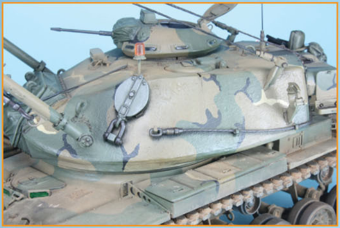
> **"just throw the new turret and dozer blade on an M60 and voila, instant M728. How hard can it be..?"**

75 ml
MIG productions
DARK WASH
ENAMEL TYPE WASH
www.migproductions.com
After a coat of Tamiya X-22 Clear, a dark brown was was added.

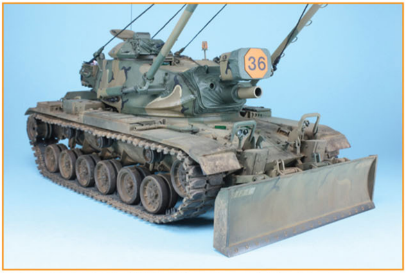
Lifecolour matt varnish gives the model a lovely flat finish. This was followed up with a black brown mix sprayed on the undersides and running gear.

The mud and dust was built up using various Mig pigments.

Heavier accumulations were done with a mix of pigment and white PVA glue thinned with water.



The MERDC scheme is pretty specific so I marked out the pattern with a soft pencil.



The few markings found on the vehicle I wanted to model were applied with rub down decals.

CONCLUSION

So I thought "just throw the new turret and dozer blade on an M60 and voila, instant M728. How hard can it be?"

Well not quite that easy as it turned out, considering the modifications needed to the dozer blade and other areas but nonetheless it was still an enjoyable project and I have learned a lot more about M60s in the process. It made a refreshing change from my usual subject of German WWII armour but more importantly I had to use good old fashioned modelling skills to make some parts from scratch.

The Perfect Scale Modellbau conversion is maybe a bit on the pricey side but it is worth it as the fit of parts and detail is really good. The only downside is the kit has been designed to fit the existing layout of the Academy dozer blade so some of the travel lock parts are redundant whilst others are far too thick and really need replacing.

The Esci M60 is a lovely kit considering its age and still stands up with some TLC but no doubt now that I have built one a new tool M60 will be on its way soon, especially after the recent TV footage of Egyptian M60s during the uprising there. ■

Modelspec

Esci 1/35 M60A1 Blazer	Kit No. 5042
Academy 1/35 M60A1	Kit No. 1390
Perfect Scale Modellbau	Kit No.5052

Accessories Used

Eduard M-60 Blazer etch set. Number35-467
AFV Club M48/M60 track set.
Academy AFV miniature accessories. Tank supplies set 2. Kit no; 1383.
Tamiya Modern US accessory set. Kit no; 35141

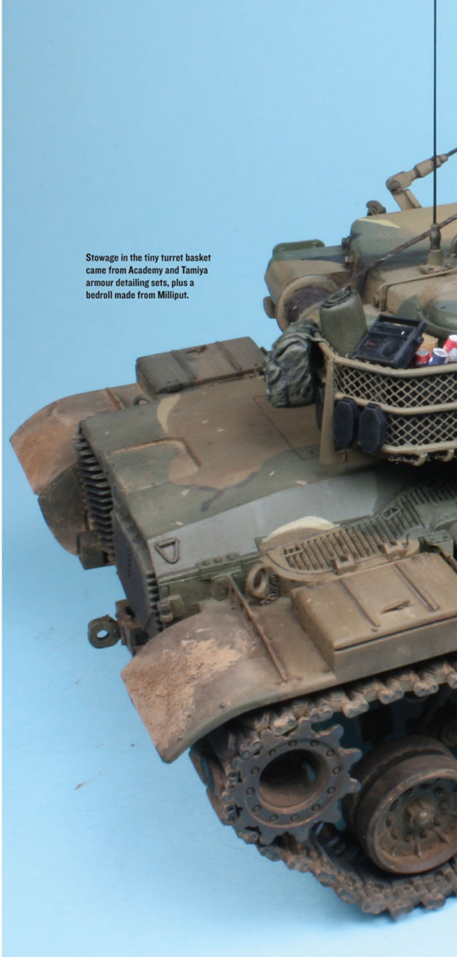
References

M60 by Michael Green and Greg Stewart. Concord publications ISBN 962-361-028-9
Reforger 1979-1985 by Walter Bohm. Tankograd American Special number 3007. ISBN 978-3-936519-06-4
www.toadmanstankpictures.com
www.primeportal.com
http://www.xs4all.nl/~gurth/afv/merdc.html
http://sites.google.com/site/merdccamo/home
Various other internet images

Acknowledgements

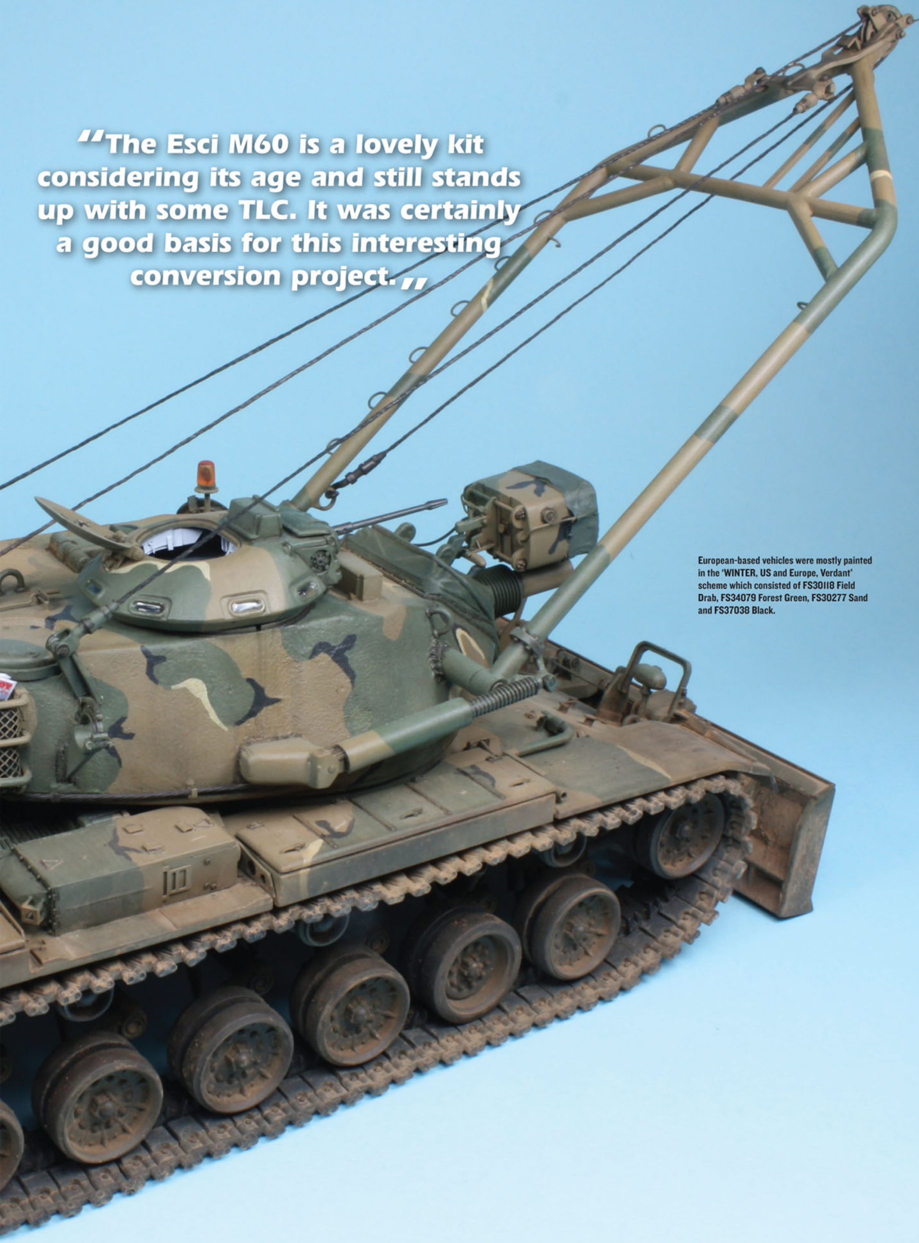
Thanks to all the guys who responded to my thread on Missing Lynx but especially Brian Lockwood who pointed out the large turret gap.

Many thanks also to Malc Ireson for supplying the orange safety beacon (or winky-wonky light, as he calls them).



Stowage in the tiny turret basket came from Academy and Tamiya armour detailing sets, plus a bedroll made from Milliput.

> “The Esci M60 is a lovely kit considering its age and still stands up with some TLC. It was certainly a good basis for this interesting conversion project.”



European-based vehicles were mostly painted in the ‘WINTER, US and Europe, Verdant’ scheme which consisted of FS30118 Field Drab, FS34079 Forest Green, FS30277 Sand and FS37038 Black.

Diary Dates

To have your event included on this page, send your details to:
Diary Dates, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel:01525 222573•Fax:01525 222574•Email:editor@modelmilitary.com

October 15th
MAFVA LONDON BRANCH ANNUAL SHOW AND OPEN COMPETITION
On 15 October, the London branch of the MAFVA will be holding it's annual show and open competitions at St Mary's Church Hall, Edith Road, West Kensington, W14 9BA from 10.30 to 17.00
There will be model military vehicle competitions open to all comers, trade stands, club displays and refreshments.
Full details are available from John Polonczyk 07704673492 e-mail polmodels@aol.com or Peter Bailey 01304 614184, 18 Heronden View, Eastry, Kent, CT13 0EZ.

October 20th-23rd
NEW VENUE
30th IPMS HELLAS NATIONALS
Due to circumstances beyond our control we have been forced to change the venue for the 30th IPMS Hellas Nationals. The new details for our show are noted below:
The 30th IPMS Hellas Nationals will be held from the 20th to the 23rd October 2011
at the Olympic Airways employee Cultural Centre (Πολ. Κ.Ε.Ο.Α. Building - former O.A. International Departures Terminal - Entry from Poseidonos Av.)
at the Former Western Air Terminal at Hellinikon.
Guest Stars for this years competition will be Mr Miguelle Jimenez (MIG) from Spain and Mr Tsonos Megas (from Greece).
Full details may be found on the IPMS Hellas website www.ipms-hellas.gr
Please direct enquiries by email to ipms-hellas@windowslive.com

October 21st-22nd
IPMS USA Region II Convention
New Jersey IPMS once again is hosting the IPMS USA Region II Convention, we named JerseyCon II, at a new location - The Wyndham Hotel & Convention Center, Route 73, off Exit 4 on the New Jersey Turnpike, Mt Laurel, New Jersey. This new location offers better lighting, more vendor space and a better display area than the previous loation. Show Theme: "1941 - America Enters the War". For more details contact Big Bill tomcatter53@optimum.net or the club's website www.njipms.org

October 22nd
BOGNOR REGIS MODELLING & WARGAMING SOCIETY OPEN DAY
The Bognor Regis Modelling and Wargaming Society Open Day will be held on Sunday 22 October 2011 from 10 am to 4 pm at the Community Hall, West Meads, Bognor Regis, PO21 5SB.
The Open Day will feature model making and figures, wargaming and an Airfix Make and Take for young and old. A variety of trade stalls will also be present.
Parking is free and refreshments will be available.
For more information please contact: Nick Sandford by e-mail nick_sandford@hotmail.com

October 29th
Gravesham Military Modelling Society Open Day.
The 2011 GMMS Open Day will be held on Saturday 29th October 2011 from 10 am until 4:00 pm.
The show will include club displays, trade stands, open competition, refreshments and a raffle.
The venue is: Chalk Parish Hall, Lower Higham Road, Chalk, Gravesend, Kent.
For more information, visit the GMMS website www.gmms.org.uk

November 5th-6th
DENMARK MODEL SHOW
The Denmark model show / competition will be held at:
Esbjerg åben
Gammelby Fritidscenter,
Grønvangsvej
Esbjerg.
For more info look at web www.esbjergmodelbyggerforening.dk
There will be a lot of merchandise from businesses and private traders. Normally there are 500-750 models in competition so it is Denmark's biggest show.

November 5th
20TH ANNIVERSARY OF DESERT STORM MODEL CONTEST
The 20th Anniversary of Desert Storm Model Contest will be held at the Rutherford County Agricultural Centre, 315 John Rice Blvd., Murfreesboro, TN 37129 on 5 November, 2011.
For additional information, please check the website: www.ipmsmiddletennessee.com

November 20th
BUGLE CALL 2011
The Largest Military Modelling Show in the South West
The Pavilion, North Parade Road, Bath BA2 4EU
There are four things that make Bugle Call one of the top Military Modelling shows in the UK:
Wonderful variety of exhibitions by over 35 clubs and groups.
Excellent range of trade stands selling figures, kits, tools, bases, flats and books.
Well subscribed, high quality open competition, with a specially commissioned bust for gold award winners; Hundreds of satisfied customers who come back each year because they have had such a good time.
Other attractions include:
Period re-enactors; Painting demonstrations by some of the UK's top figure painters; A great atmosphere where people are happy to discuss their hobby and share ideas and techniques; The delights of Christmas shopping in the lovely city of Bath
For further information contact Robert Lane at: elanlane13@tesco.net

February 25th 2012
ON-TRACK 2012
Following the cancellation of the 'Universal Model Show' booking at the Leas Cliff Hall, Folkestone, Harold Hanna will be taking over the now vacant date of Saturday February 25th for "On Track 2012".
Any questions, requests for booking forms or suggestions should be addressed to Harold at: on.track@live.co.uk

If you have an upcoming event that you would like featured on this page, please send all details to: editor@modelmilitary.com

DRAGON

1:16 SCALE
BROWNING M1917 .30 CAL MACHINE GUN
ITEM NO. 75026

Immortalised on screen recently in the HBO mini-series 'The Pacific' when US Marine John Basilone won the Medal of Honour for the part he played in the defence of positions at Guadalcanal, the Browning M1917 .30 cal was a heavy machine gun in every sense of the phrase.

Weighing in at nearly 14 kgs, the gun, tripod and ammunition required a team of three to carry and operate.

John Browning built the prototype in 1910, but it wasn't until after US had become involved in the war in Europe that the War Department woke up to the realisation that they would need a heavy machine gun. Following a demonstration firing of 20,000 rounds non-stop, contracts were signed and the Browning M1917 entered US service.

Water-cooled and with a relatively slow rate of fire (at between 450-600 rpm), the M1917 proved a useful weapon, and served with the US Forces into the Korean War, despite having been superseded by the lighter M1919 model.

Dragon's M1917 was first released back in 2006 with the action figure, Jack Sullivan, a US Marine Corps defender of Wake Island, December 1941.

The company's kit version consists of over 60 injection moulded plastic parts on four sprues. As well as the M1917 machine-gun, the kit includes the parts needed to assemble two opening ammunition boxes. The model also includes many working parts, so beloved of large scale modellers.

As would be expected from a Dragon kit, the parts are crisp and flash free.

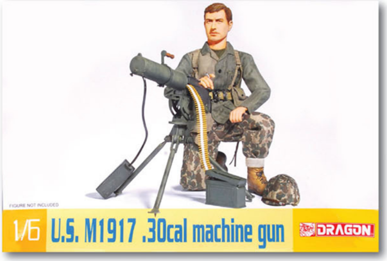
The only disappointment on this otherwise interesting model is the flexible plastic ammunition belt. If you want to improve this, track down the 1:6 scale cloth and brass ammunition belt that came with the 'Dragon in Dreams' figure Corbin Black, which may still be found on the spares market. This features real brass 'rounds'.

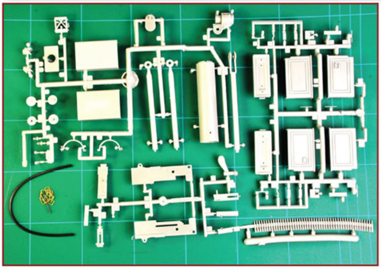
As with most of this range, the instruction sheet only shows pictures of the two assembled versions, with the parts being numbered. This isn't a problem though as it's relatively simple to assemble.

With such a huge range of weapons from which to choose, we can only guess at what the next Dragon's next 1:6 BIG scale weapon kit will be.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

Ade Pitman





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NEWS

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HLX48317 Refueller BZ-42 (Um-kit 508)
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HLS48012 Soviet field kitchen KP-42
HAULER 1/35 AFV -accessories
HLU35041 Jagdtiger Early (Tamiya35295)
HLU35042 Gaz-AA / AAA (Zvezda-EasternExpress-Toko)
HLU35043 MB type 170V Tourenwagen (MasterBox)

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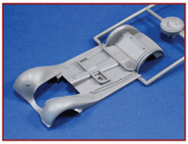
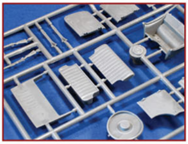
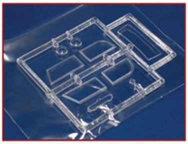
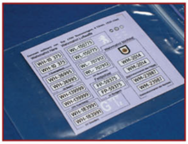








MASTER BOX

1:35 SCALE GERMAN MILITARY CAR TYPE 170V, TOURENWAGEN, 4 TUREN, WORLD WAR TWO ERA

KIT NO. MB35100

First of all I must confess that having this kit in 1:35 is like having a dream! Master Box from Ukraine is really pushing the limits and this new kit is absolutely amazing.

Besides being a super original subject from Master Box, this kit is also very accurate and top quality.

As usual, Master Box provides very attractive box-art. In this case we are presented with an impressive illustration by E. Pronin, of an all grey vehicle. On the back of the box we have another excellent drawing (this time from the rear view) and all the Vallejo paint references necessary to finish the model. Besides all that, the back of the box also shows the four possible build options.

So, what's inside the box? As you can imagine and this being a Master Box offering, you can expect a top quality kit. Inside the box you will find several sprues, clear parts, vinyl tires and a small but very complete decal sheet. The decals cover a wide range of vehicles. From Wehrmacht, Luftwaffe to Feldpolizei. There are also decals for the dashboard dials.

The instructions are concise and clear. The plastic is top quality and no flash is obvious. The ejection pins seems to be all in the widest spots.

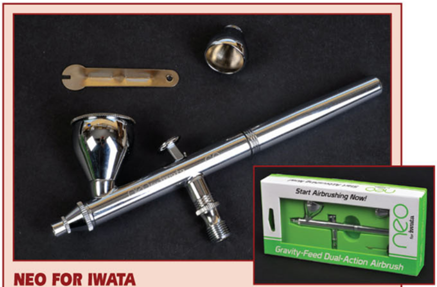
Besides this being a very nice kit, it also has a very sentimental value to me. For many years, about 40, my grandfather was the official Mercedes Benz salesman here in my hometown, Barcelos. Guess what? He had a car like this, but his was in bright red!

In conclusion, this is another super release from Master Box. In a diorama or on a simple base, this kit will be a show stopper and a great item in any collection. Some of you will say: hmmm, vinyl tires? No worries, they look great and the vinyl seems to be top quality. Besides, they do not need to be glued. All you have to do press them into the rim.

I recommend this kit with no reservations. Don't buy one - buy two! Highly Recommended.

Thanks to Master Box for the review sample www.mbltd.info

José Brito



NEO FOR IWATA

AIRBRUSH

The Airbrush Company has sent an interesting new product along for us to try. This is the Neo for Iwata CN gravity feed airbrush.

The Neo Series airbrushes are not manufactured by Iwata in Japan. Iwata-Medea produced the Taiwanese-manufactured Neo Series to perform well at lower air pressures when used with smaller air compressors.

Pricing is well below the entry-level Revolution series in the Iwata range but the Neo Series airbrushes still boast Iwata's 5-year warranty.

The Neo for Iwata CN gravity feed airbrush features:

- A 0.35mm needle and nozzle combination for finer detail spraying and medium sized spray patterns.
- Interchangeable large 9ml (1/3oz) and medium 1.8ml (1/16oz) cups designed with a funnel shape, which makes for easy clean up and more efficient paint flow. Both cups are included with the airbrush.
- Airbrush will hold 0.9ml (1/32oz) without a cup attached.
- Fine detail to medium spray pattern with the one size nozzle.
- Dual-action.
- Internal-mix.
- Gravity feed.
- Ergonomic handle design.

A tool with a slotted end for removing the tip is also included.

Conveniently, the Neo airbrush is compatible with Iwata's moisture trap and quick-release accessories, so you can switch between Neo and Iwata airbrushes with no fuss.

I loaded the airbrush with a mix of about 15% Tamiya Flat Black paint to 85% isopropylene alcohol to see how it actually performed. The test was sprayed onto a Post It Note. I sprayed a block of solid paint fading from the edge, fine lines and squiggles, a thicker squiggly line and mottles.

The results were impressive. The finest lines were not as thin as I can get on my Iwata HP-CP, but they were free from overspray or spatter and would be perfectly acceptable for most tasks.

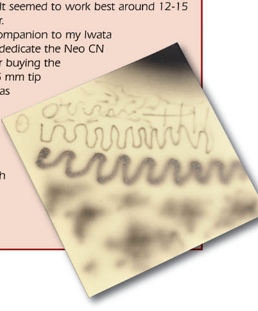
The airbrush certainly works best at lower pressures. I tested it up to 30 PSI (the thicker squiggly line) and I did get some overspray and uneven coverage at that pressure. When used at pressures below 20 PSI, however, the airbrush was very well behaved. It seemed to work best around 12-15 PSI on my trusty old SilAir compressor.

I think that the Neo will be a great companion to my Iwata airbrushes on the workbench. I may dedicate the Neo CN to metallic paints and would consider buying the Neo BCN airbrush with the larger 0.5 mm tip for more temperamental paints such as Polly Scale (I just love their flat coat and their range of acrylic colours, but the paint regularly clogs the 0.3mm top of my HP-CP).

At less than £50 including tax, the Neo for Iwata CP gravity feed airbrush seems like outstanding value.

Available online from The Airbrush Company www.airbrushes.com

Brett Green



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INSIDE THE ARMOUR

1:35 SCALE
CHURCHILL MK. V TURRET CONVERSION. ITEM NO. 35031
CHURCHILL MK. V MID PROD TURRET CONVERSION. ITEM NO. 35030
LEE ENFIELD RIFLE SLINGS. ITEM NO. 35027
BRITISH TANK AND ARMOURED REGT CAP BADGES (2. ITEM NO.) 35024

Inside the Armour is a relatively new player in the aftermarket and conversion kit domain. It is a company mainly focused on Commonwealth subjects and these latest products are no exception.

These resin Churchill turrets are designed to enhance the AFV Club Churchill kits and cover two main variants.

The first, a mid production type (35030), offers a type B Cast turret for the Mk. IV and later remanufactured variants based on the Mk. IV. This is cast in a grey resin as an upper and lower split below the pistol port and mantlet aperture. The two parts are cleanly moulded although a little flash and a pour plug will need to be removed. Some internal roof cabling and a Commander's seat are the sole details on the interior although a full interior is offered in alternative turret kit. The turret layout is almost perfect to the plans I have available (Chris Shillito's excellent site: http://freespace.virgin.net/chris.shillito/a22new/articles/turrets/index.htm) and the Schiffer Book "Mr Churchill's Tank" by David Fletcher. The only thing I found out of place was the vane sight mount, which was slightly to the left of where it is shown on Chris's plans. I could not confirm this with any photos so it may be correct and regardless would be easy to move. This turret features the rear underhang and the cast detail is very well done.

The second set (35031) is a type C turret for a 95mm Armed Mk V and includes a resin gun barrel. It is spot on to the plans and has finely rendered cast numbers and a turret lower without the rear underhang. Both of these turrets are welcome to either enhance or convert the AFV Club Mk III or IV Churchill kits.

The other two sets are PE frets and very useful ones indeed. The first (35024) is a set of cap badges in PE for Tank and Armoured Regts. This offers 10 badges each for the following regiments:

- 1st Royal Dragoons
- Royal Armoured Corps
- 10 Hussars
- 11 Hussars
- 2nd Dragoon Guards (Queens Bays)
- 4th Queens Own Hussars
- Scots Guards

These are minute given the scale but finely etched and under magnification reveal a close facsimile of the real thing. They will certainly make a change from the almost obligatory RTR cap badge on most mainstream figures. This set will be very useful for 8th Army Armoured units in Nth Africa and Italy with some being useful for the North West Europe Campaign as part of 21st Army Group.

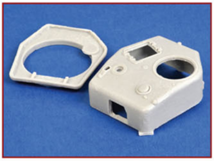
PE Rifle straps are offered in set 35027 these being renditions of the leather and Web straps for the Lee Enfield Rifles. Five of each are provided along with fine PE sling swivels to attach them to the rifles. Again a very useful set.

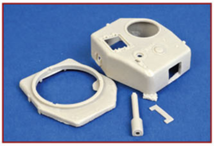
Inside the Armour continues to grow its range and it is pleasing to see such useful aftermarket for Commonwealth WWII subjects. I recommend these sets wholeheartedly.

Highly Recommended.

Inside the Armour products are available online from their website www.insidethearmour.com

Al Bowie





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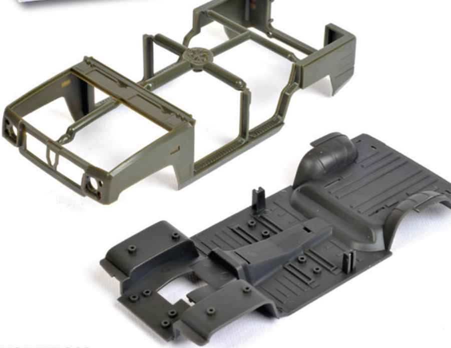


HOBBYBOSS

1:35 SCALE BJ2022JC YONGSHI SUV 0.5T • KIT NO. 82466

Here is one of HobbyBoss' latest additions to the range of modern Chinese vehicles. If you are interested in modern subjects or just want to do something different, then this won't disappoint.

In the box are 240 plastic parts, a sheet of 36 photo-etched parts, a decal sheet for six variants, 5 x vinyl tyres, an A4 colour chart and finally a 12 page instruction book, well illustrated and easy to understand.

The parts layout looks to be quite simple. Of particular interest was the drop in engine bay moulded as one part that should look good once painted and detailed.

The paint schemes for this vehicle are also interesting, especially the digital pattern and the Ocean scheme.

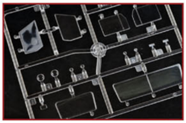
For its size, this is quite a detailed little kit and should look great once built. Now for some Chinese figures to go with it – please?

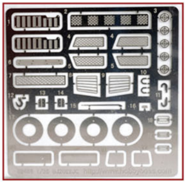
Overall, a great little model, with good detail and recommended to all.

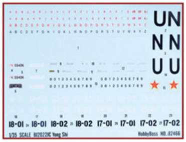
Recommended.

HobbyBoss kits are available online from Creative Models Limited www.creativemodels.co.uk

Andrew Judson



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18-01 18-01 18-02 18-02 17-01 17-01 17-02 17-02
1/35 SCALE BJ2022JC Yong Shi
HobbyBoss NO.82466

48th 1:48 Scale - A round-up of the latest news and releases

SCALELESS MODELLING

"1:48 scale modelling, unlike its smaller brethren, has the ability to produce an almost picture perfect rendition of a vehicle that, for all intents and purposes, would be hard to distinguish from the real thing."

This was a quote uttered to me many years ago by a very famous modeller who will remain nameless. His reasoning was simple, you can (with effort) reproduce all the detail required to satisfy all but the most anal of purists. With a little care, most modellers can avoid the telltale signs of overly thick tracks and out of scale fittings in this scale, where it is almost impossible to achieve in smaller scales.

Our interview this month with Lars Richter is a prime example of this approach. I did a double take when I looked at his Tamiya Humvee. In my opinion this model is "scaleless". I was fooled into thinking it was 1:35 but it is indeed 1:48 scale. How do we achieve this form of modelling, I hear you ask?

The key, I believe, is to keep everything in scale. Most plastic kits are produced to a budget and as a result, many of the fittings are produced in an "easy to remove from the sprue" format. The reason for this is simple. If the manufacturers did everything in scale, the model would for all intents and purposes be too expensive to produce and indeed purchase.

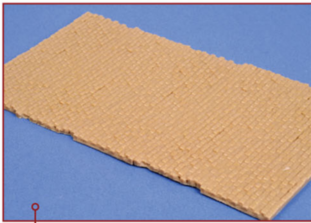
Photo-etched parts can be a blessing for scale appearance; and a curse, as fitting can and is often a challenge for failing eyesight.

Balance is the key in both assembly and painting. I have often seen the same weathering methods being applied to 1:48 models as they have been done to 1:35 models with result that it just looks wrong in 1:48 scale.

Being subtle with our weathering is another approach that needs to be employed when making our chosen scale seem "scaleless" to the casual observer. If you have trouble with this idea just ask your wife or girlfriend and they will give you a better explanation than I ever could.

I think we should all be building up, not down, in our painting and weathering styles. If employed, this scaleless style will be more pleasing to the eye and indeed more accurate.

Until next time Luke Pitt



VERLINDEN

1:48 SCALE

ROUGH COBBLESTONE ROAD SECTION

ITEM NO. 2302

Verlinden is sometimes missed when we, the 1:48 scale modelling public, go shopping for accessories for our dioramas or indeed bases. This is a real pity, as some of their releases are worth a second look. This product is just such an example. What is offered here is a cobble stone road section that is well cast, accurate and highly usable for either a diorama base or indeed base.

Highly Recommended.

Available online from Verlinden's web store www.verlindenonline.com

Luke Pitt

SC48002
48 Scale
SOVIET TANKMEN
1944-1945 (winter dress) set 2
2 figures scale 1/48
SC48001
48 Scale
SOVIET TANKMEN
1944-1945 (winter dress) set 1
2 figures scale 1/48

SCALE 1:48

FIGURES

A new figure set manufacture from the Ukraine has come to our attention and if these new figure sets are anything to go by they will offer 1:48 scale modellers another high quality option for our figure selection. Their first two sets are

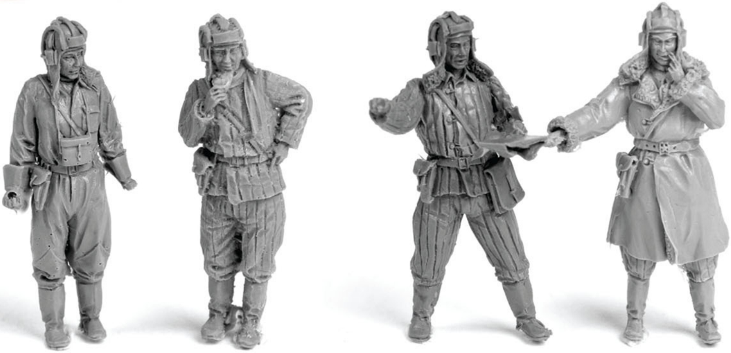
SC48001: SOVIET TANKMAN (IN WINTER DRESS) SET 1

SC48002: SOVIET TANKMAN (IN WINTER DRESS) SET 2

The skill of the sculptor is obviously high with the fabric and facial details very well done. The casting was a little hit and miss on my samples though, but overall, these rank as some of the best 1:48 figures I have seen for quite some time. The only place I have been able find that stocks these is http://hobbyterra.com and I thank them for supplying the sample for review.

Highly Recommended.

Luke Pitt



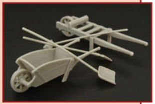
HAULER

Hauler has sent a number of 1:48 scale photo-etched and resin upgrades to review. Rather than describing them in depth, I will comment on what is in each set and offer my opinion.

HLX4848313 AB-43 AUTOBLINDA UPDATE

This set includes one photo etched fret for the new Italeri kit. This upgrade consists of a very fine set of engine vents for the rear of the vehicle, together with a photo-etched fret for most of the smaller fittings on the outside of the vehicle. This set would greatly enhance the Italeri kit. Recommended.

HLF48017 WHEEL BARROW SET



This flawless cast resin accessory is a great idea and would enhance any diorama or indeed vehicle they were placed upon. The wheel barrows themselves are of European design and consist of a number of pieces to make up the final product. A spade and broom are included and round out the package. This set impressed me, as these items are often seen in "period" photos but not often modelled. Highly Recommended.

HLX48314 8.8CM FLAK 37 BASIC UPDATE

Basic is not a word I would use to describe this set! This set consists of two photo-etched frets and includes most (if not all) of the smaller fittings on the outside of the new Italeri/ Tamiya Gun. In my opinion this set is an absolute must for either of these kits. The etch itself is very well done, with seats of particular note, as they are a thing of beauty. Highly Recommended.

HLX48315 8.8CM FLAK 37 ARMOURED SHIELD UPDATE

This set together with HLX48314 is an absolute must for the Italeri/ Tamiya kits. In this set the shield is presented in "scale" via photo etch in just one brass fret. This is one of Haulers best, simple, yet very effective. Highly Recommended.

HLX483126 PZ KPFW II AUSF A, B, C UPDATE

This set includes one photo-etched fret for the new Tamiya kit. This upgrade consists of a very fine mesh for the muffler for the rear of the vehicle (why Tamiya choose to do this as a decal I'll never know), together with photo-etch for most of the smaller fittings on the outside of the vehicle. This set will greatly enhance the new Tamiya kit. Recommended.

HLF48018 WOODEN TUB

To round out the new Hauler releases for this month is a set of four wooden tubs often seen in or around European villages during the Second World War, the casting is flawless on these and is a set well worth purchasing simply because they could add a bit of "zing" to any model they were placed in or around. Recommended.

These upgrades offer a level of detail not found in the kits they intend to upgrade. You have to hand it to Hauler they offer great sets at a very affordable price.
All Recommended.
Thanks to Hauler for the samples www.hauler.cz
Luke Pitt

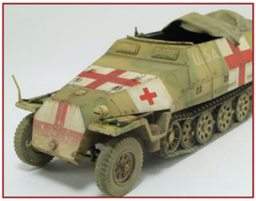
MMI 1:48 Scale Q&A with Lars Richter

Lars Richter is 39 years old and lives in the wonderful old town of Wurzburg Bavaria. He is employed as a government official. Away from work he likes to spend time with this girlfriend Franziska. They both enjoy travelling around the world, mountain biking. His other main interest is making models and I am impressed with his style. He brings a scaleless form of modelling that is not often seen. I for one have learnt a lot from his presentation and skill in his 1:48 scale modelling. It is pleasing then, to have a chance to interview him this month.

THE INTERVIEW

Luke: Hi Lars good to have you with us. What would you consider to be your best 1:48 scale model and why?

Lars: *Well Luke, that's a quite a difficult question for me because, somehow, I like every finished model I do until the next one is finished. It's kind of difficult to explain because, with every model I do, I tend, to focus on that build alone, trying, to get everything right. Back to your question however, I particularly like the Tamiya Sd.Kfz.251/1 Ausf. D build I did as a captured US-Army medical vehicle. This model was incidentally published in your sister magazine "Tamiya Modelling Magazine international". I liked this model because of its ease of building and the kit included lots of nice details that allowed me to do the model correctly without the need of additional detail sets. I was also quite taken by its colour scheme.*

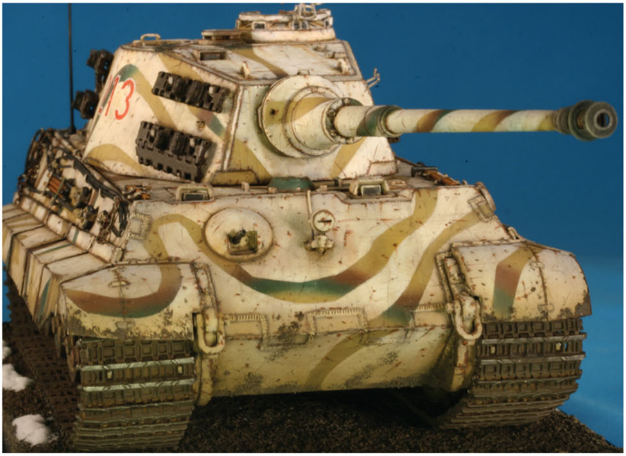


Luke: What is the most 1:48 influential scale model you have seen in print and why?

Lars: *That's an easy question. I must confess that I am really a big fan of Pat Johnston's military models, especially his Sherman series of vehicles. I am also most impressed with Luciano Rodriguez work and his amazing replicas in quarter scale. At this point I have to thank (or blame) Sven Frisch. He encouraged me to work in this scale. If I think about the most influential 1:48 scale model I've ever seen in print: I would say: Mr. Rick Lawler's Marder III was the model that impressed me a great deal.*

Luke: If you had to pick one kit that should be made in 1:48 scale, what would that be?

Lars: *Well, I think you would have to agree with me, there are lots of vehicles we just can't buy for love or money. Fortunately, there are manufacturers like Gasoline and Hauler that deliver amazing projects that are modern and indeed different. It is my hope that a fine 1:48 scale model of a modern tank, like a Russian T-72, or British Challenger II or indeed a German Leopard will soon be available. Please dear manufacturers – makes my dreams come true! I am sure there are many many modellers who have the same dreams!*



Humbrol
Enamel
Humbrol
Enamel
Humbrol
Enamel Thinners
125 ml

CRAZY CAT

Cesar "Manny" Rodriguez shares his techniques for painting a wild winter camouflage scheme on Tamiya's 1:48 scale King Tiger.

Tiger II is the common name for the German heavy tank of the Second World War. The final official German designation was Panzerkampfwagen Tiger Ausf. B, often shortened to Tiger B. The ordnance inventory designation was Sd.Kfz. 182. It is also known under the informal name Königstiger (the German name for the "Bengal Tiger"), often translated as King Tiger or Royal Tiger by Allied soldiers.

The design followed the same concept as the Tiger I, but was intended to be even more formidable. The Tiger II combined the thick armour of the Tiger I with sloped armour as used on the Panther medium tank. The tank weighed almost seventy metric tons, was protected by 100 to 180 mm (3.9 to 7.1 in) of armor to the front, and was armed with the long barrelled 8.8 cm Kampfwagenkanone 43 L/71 gun. The chassis was also the basis for the Jagdtiger turretless tank destroyer.

The Tiger II was issued to heavy tank battalions of the Army and the Waffen-SS. It was first used in combat with s.H.Pz.Abt. 503 during the Normandy campaign on 11 July 1944. On the Eastern Front the first unit to be outfitted with Tiger IIs was s.H.Pz.Abt. Kurt Knispel, the highest scoring tank ace of all time (162 enemy AFVs destroyed), also served with the 503rd, and was killed in action on 29 April 1945 in his Tiger II.

The Tiger II was also present at the Ardennes offensive of December 1944, the Soviet Vistula-Oder and East Prussian Offensives in January 1945, the German Lake Balaton Offensive in Hungary in March 1945, the Battle of the Seelow Heights in April 1945, and finally the Battle of Berlin at the end of the war.

The Schwere SS Panzer Abteilung 503 (s.SS Pz.Abt. 503) claimed approximately 500 kills in the period from January to April 1945 on the Eastern Front for the loss of 45 Tiger IIs (most of which were abandoned and destroyed by their own crews after mechanical breakdowns or for lack of fuel).

CONSTRUCTION

Basic construction was per Tamiya's kit instructions. Super glue is needed to attach the upper and lower hull parts due to the bottom hull being made of metal.

The added photo-etch from Aber and Hauler really helped give the kit a realistic appearance.

With minor cleanup the Friuli tracks were put together as per their instructions and can withstand plenty of man-handling - I was amazed.

The lower hull did not have a lot of extra detail and was plain and basic in nature.

There were no weld seams in this kit so I simulated them by using a soldering iron and Milliput. Some of the tools were replaced with high-quality Hauler resin parts.

The Tamiya barrel was dismissed and an aluminum JB barrel took its place.

One of the things that I love about Tamiya kits is the sturdy plastic quality, which is easy to sand and great to work with.

SCRATCHBUILDING

All grab handles were replaced with copper wire. All the weld seams were fabricated with a hot knife (nice and slow) or made from Milliput.

PAINTING AND WEATHERING

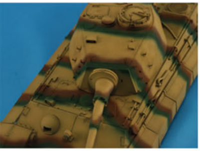
After construction, all parts were washed in warm water and dishwashing detergent. I let the model air-out-dry for 24-48 hrs.

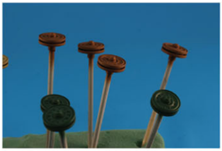
The following is the sequence that I used to get this beast painted. Humbrol colors used throughout unless mentioned below:

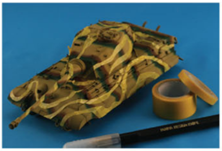
1. Tamiya primer sprayed straight from the can
2. Airbrushed a basic color of Dark Earth 29
3. Added cloud overspray of Brown Yellow 94 on turret and upper hull

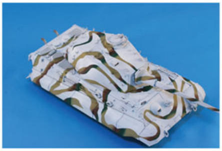
FINE
SURFACE
PRIMER

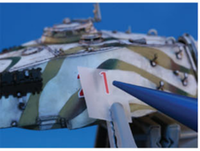
FINE
SURFACE
PRIMER

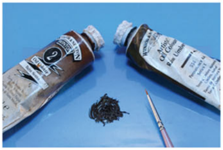


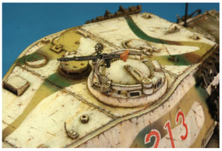


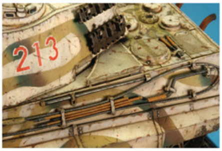








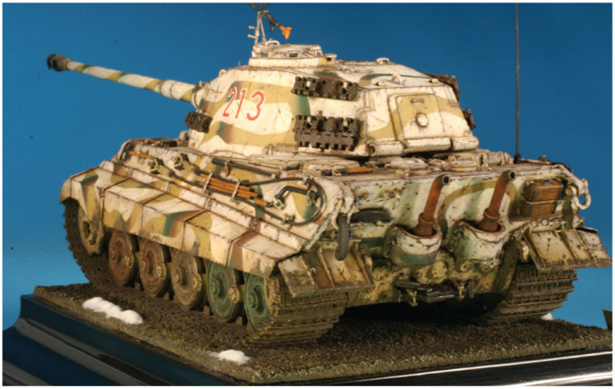




4. Camouflage lines were made with Matt Dark Green 149 and Red Brown 160
5. Created wavy lines throughout the model using Tamiya masking tape,
6. Spray painted the model in Matt White 34
7. Tapes were then removed to reveal masking job
8. Testor’s Acrylic Dullcote sprayed throughout and put aside to dry for 48 hours
9. Added wash of Matt 33 Black & Burnt Sienna Oils
10. Dry brush of all basic colors lightened respectively
11. Testor’s Rubber was used to replicate chips on the tank using a 5/0 and 10/0 sable brush. Mistakes and excess’ were cleaned off with mineral spirits
12. Used Model Master’s Rust to add depth to scratches and chips
13. Local Washes: Matt 33 mixed with Raw Umber & Burnt Sienna Oils (alternating)
14. Old Rust: Burnt Sienna Oils
15. New Rust: Matt 62 Leather
16. Weapons and Tools: Matt Black 33, dry brushed with a mix of Testor’s Silver with Raw Umber oils
17. Wood parts of tools: Base coat Matt Sand 63, Raw Umber and Burnt Sienna oils placed. Excess removed with flat soft brush and cleaned on clean rag after every pass
18. Tracks: Airbrushed Matt Black 33, Burnt Sienna oils & Matt 62 leather; highlighted when dry with Testors silver & Raw Umber oils
19. Black pastel powders added on muzzle to represent soot
20. No. 2 pencil used as a final highlight to all tools and areas of high abrasion
21. Tamiya acrylic thinner was put on the areas and then powdered pastel chalks were sprinkled in the same areas replicating accumulated mud.
22. Muffler was painted using raw umber and burnt sienna oils adding black powdered weathering pastels for a textured look. Different shades of rust added using stippling technique.

CONCLUSION

I am very happy the way my King Tiger turned out. 1:48 scale is definitely here to stay! ■



Modelspec

Materials used

Aber Photo Etch German Heavy Tank Pz VI, Tiger II “Production Turret”. Item No. 48035
Aber Photo Etch German Heavy Tank Pz VI, Tiger II Side Skirts and Fenders. Item No. 48036
Aber German 2 mm Antennas 1:48. Item No. 48 A20
Aber German Tank MG 34 machine guns. Item No. 48 L-20
JB German King Tiger Pz VI Tiger B 88 mm KwK 43/3 L/71 late type muzzle brake barrel
Friuli Tiger II Hunting Tiger 1:48 Tracks Set. Item No. ATL-4806
Hauler 1:48 German Tank Tools. Item No. HLX48023
Hauler 1:48 German Jacks. Item No. HLX48024
Archer Dry Transfers German WWII Turret Numbers. Item No. AR49008R

Availability

Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net
Raw Umber.

RODEN
Sd.Kfz.4/1 (15cm) Panzerwerfer 42
German WWII Multi Rocket Launcher System
712
1:72

RODEN

1:72 SCALE SD.KFZ. 4/1 PANZERWERFER 42 • KIT NO. 712

The German 15cm Nb.W.41 rocket launcher was first mounted on a PaK36 gun trailer and towed by into action. However the Germans were soon impressed by the mobility of the Soviet truck-mounted BM-13 "Katyusha" bombardment rocket system when compared to their own trailed type. In typically German fashion, they decided to improve on the mobility and protection a truck offered by mounting their rocket launcher on an armoured half-track based on the Opel Maultier.

German factories produced about 300 examples of the Sd.Kfz. 4/1 Panzerwerfer 42, and over 250 Munitionskraftwagen ammunition transporters to support them. The latter carried 30 rounds internally compared to the former's 10 reloads. Although never employed on the scale of the Soviet rocket artillery, the Sd.Kfz. 4/1 Panzerwerfer 42 was used in most theatres over the last two years of WWII.

Roden's kit comes in a typical end-opening box with attractive artwork on the front. There is a colours and markings guide on the rear cover, one of the four decal options included. The contents are sealed in a cellophane bag. The instructions are in Russian, English and German, and include a parts map plus very clear diagrammatic assembly instructions. The instructions also have shaded drawings for the other three colour schemes not covered on the rear of the box. Colour call-outs are cross-referenced to Model Master's paint range, along with generic names.

The kit has 160 or so parts on six sprues plus black vinyl tracks. Detail levels are very good and the parts look to be crisply moulded (Please note that only four sprues are shown in the image accompanying this review, as the centre and bottom-left sprues are duplicated in the kit). Virtually no flash is evident, but there are quite a few ejector pin impressions in places, but they don't interfere with moulded detail. However some will still need to be filled if access hatches are displayed open as the impression is on the inside of the hatch. There are also a few ejector stubs that require removal, such as on the inside faces of the rocket battery and the engine block halves.

The kit is awash with detail, and is designed so that its internal compartments may be displayed if desired. This includes the engine, driver's area and interior with stowed rocket reloads. This internal detail is potentially visible through the bonnet/hood, four crew visors, the ventral hatch and rear doors. Even the external stowage boxes running along the sides above the tracks have three individual hatches each, but no internal detail as such.

Many of the parts are very small and finely moulded. I know from my experience of building a 1:72 scale Roden IS-3 just how delicate such items can be to remove, especially as Roden's plastic seems quite brittle. A fine photo-etched micro saw would be my recommended method of removal for many of these parts. A few fairly minor fit adjustments may be needed if my IS-3 experience is anything to go by regarding Roden AFV kits.

Many might prefer link and length styrene tracks to the vinyl type supplied, but these at least are very finely done. However the difficulty with joining them satisfactorily remains.

Four distinctly different colour schemes are catered for, these being:
Brigade Wehrmacht Rocket Artillery, France May-June 1944 (overall Dunkelgelb),
Unknown unit, Western Front 1944 (Olivgrun & Schokoladenbraun blotches over Dunkelgelb),
78th Artillery Regiment, 7th Panzer Division, East Pomerania, Gdynia spring 1945 (Olivgrun & Schokoladenbraun speckles over Dunkelgelb), and Heeresgruppe Weichsel 1945 (white distemper, possibly over Dunkelgelb).

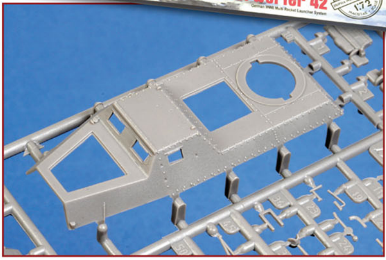
The glossy decals appear to be well printed with good registration and opacity.

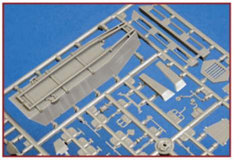
This kit appears to be well engineered with very good levels of detail for the scale. Considerable care will be required removing small parts from the sprues, and there are a lot of them. The option to display all of the interior detail has made the kit more complex than a closed up hull would have been, but I think most will welcome the opportunity to easily vary how their model is displayed.

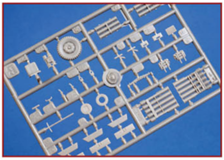
This kit provides the potential to build a stunning and very interesting model. Highly Recommended.

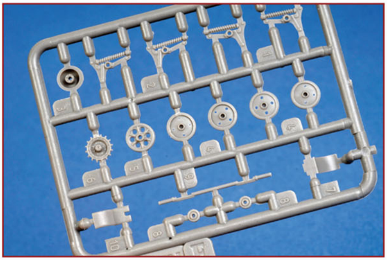
Thanks to MMD – Squadron for the review sample www.squadron.com

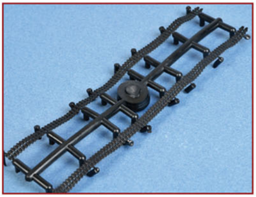
Mark Davies

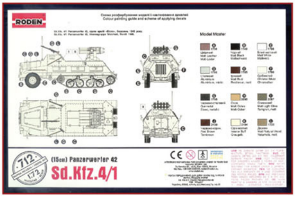


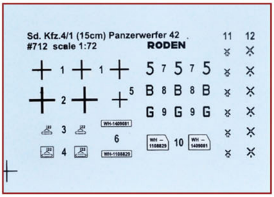










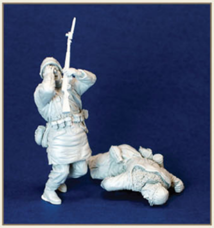


Figures - A round-up of the latest figure sets on release...

TANK RESIN FIGURES

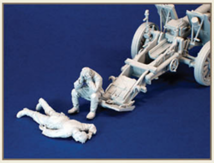
1:35 SCALE

NEW SETS - 118, 119, 120, 121 AND 122



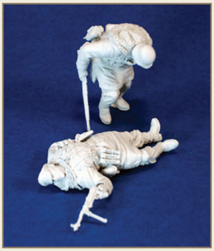
Tank Figures from Russia has done it again. Their new resin figures sets must be seen to believed. It's becoming very hard to describe the work from Tank and every time I review their products, I do not know where to start.

Tank has just released five new sets. The casting is flawless and the detail just lovely. The poses are very natural and full of life. No detail is left out and even the tiniest features are there. Tank is definitely pushing the limits and entering a new level of quality and originality. Besides, their catalogue is huge and well diversified.



SET 118

This set is composed of two German figures. The poses are natural and represent one soldier being hit and another already on the ground, either injured or dead. The figures are in winter dress and may be used in a wide variety of situations.

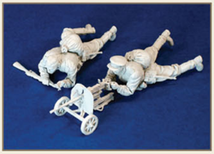


SET 119

This set comprises two German figures and is inspired by a well know photograph. One of the soldiers is dead and his comrade is seated in a sIG33 (not included). The poses are very natural and the look of despair on the seated figure is well accomplished.

SET 120

Like set 118, this set is made up from two figures. The poses are also natural and represents one soldier being hit and another already on the ground, injured or dead. The figures are in winter dress and may be used in a wide variety of situations.

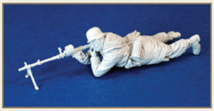


SET 121

This set is two figures. This time they are two Russian soldiers firing a SG-43 (included in the set). The detail is ultra fine and the SG-43 is a kit in itself. This is a great subject and crying out to be build and painted.

SET 122

This set compromises a single German figure firing a MG-34. The figure features great detail and may be easily combined with the sets 118 and 120.



So, what else is there to say about these figures with ultra natural poses, awesome detail, flawless casting, stunning fit and accuracy? All I can say is just buy them and see for yourself..

I already have mine and you will see them in my projects very soon!

Highly Recommended.

Thanks to Tank Figures for the samples www.tank-figures.com

José Brito

HORNET RESIN HEADS

1:35 SCALE

HH32, - 5 BARE HEADS STARVED, EMACIATED

HBH 15 - 5 HEADS WEARING BRITISH SIDECAP WW2

HGH 24 - GERMAN NAVY HEADS WW2, 3 OFFICERS AND 2 SEAMAN

HGH 25 - 3 HEADS WW2 WEHRMACHT TANK CREW, M43 CAPS

Hornet is already a legend and has its name written in golden letters in the history of model making. I can say nothing more, so this review ends here... But on second thoughts, let me just say a few words about some of their new items.

As you can imagine, the most recent items from Hornet are just awesome. You can expect flawless resin casting, anatomically perfect faces, expressions full of life and very original subjects.

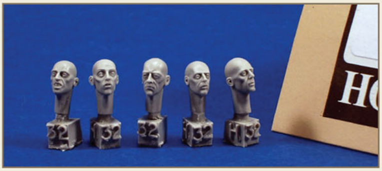
Talking about originality, their set "HH32, 5 Bare Heads Starved, Emaciated" must be seen to be believed. Absolutely amazing. The guys really look in bad shape and the first images that come to my mind are those from concentration camps. These heads might be used as refugees, political prisoners, and scared civilians, victims from bombardments or siege. Besides, they can also be used in figures from all eras and many conflicts such as ex-Yugoslavia, Georgia, Chechnya...

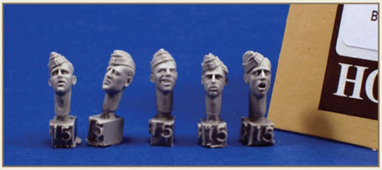
The others items reviewed are the "HBH 15, 5 Heads Wearing British Sidecap WW2", "HGH 24, German Navy Heads WW2, 3 Officers and 2 Seamen" and "HGH 25, 3 Heads WW2 Wehrmacht Tank Crew, M43 caps". They are all top quality and presented as fine flawless resin castings.

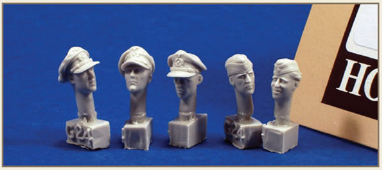
Highly Recommended.

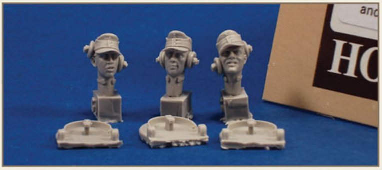
Thanks to Hornet for the review samples www.hornetandwolf.com

José Brito









Book Reviews

Dick Taylor
WARPAINT
Colours and Markings of British Army Vehicles 1903-2003
Volume 3
Green Series No 4109

WARPAINT - COLOURS & MARKINGS OF BRITISH ARMY VEHICLES 1902-2003 VOL. 3

BY DICK TAYLOR

ISBN: 978-83-61421-23-8
MUSHROOM MODEL PUBLICATIONS

Continuing on the strong foundation of Volumes 1 and 2, Mr Taylor has added another important title to the gradually growing library on the subject.

Dick Taylor not only leans on his skill as an historian but adds to this his career serving with British armour from the rank of Trooper upward to his commission. This intimate knowledge of British army vehicles is woven with meticulous and detailed research to provide an excellent reference on British army vehicle colour schemes, and squadron and call signs from their beginnings in 1903 up until 2003.

The Acknowledgements list reads like a who's who of all things British armour. This volume mainly covers the subjects of post-WWII camouflage and markings. This is one of the first titles to cover post war British subjects in such depth and again presents a thorough coverage of the subject. The book is roughly broken down into three superb Chapters:

- Chapter 1 – covers the multitude of colours, patterns and markings from the period 1945 to present
- Chapter 2 – Covers the most complex area concerning WWII to present British Arm of Service (AoS) markings
- Chapter 3 – Covers formation markings from WWI onward

This Volume is thorough and again Mr Taylor's research has been extensive, broadly encompassing the modern paint and camouflage in a mere 50 pages; AoS in another 55 pages leaving approx 63 pages for the Formation markings. The book is packed with colour photos and high quality colour profiles of vehicles and markings.

The photographic smorgasbord presented in this book has been well selected to illustrate the information presented by the author and is refreshing in its breadth with a lot of rarely seen photos being presented.

AoS markings and moreso their interpretation has also been a very difficult area; and I commend the author on the depth of research which I have never seen presented in such logical detail before despite owning almost every title available on the subject. The information in this chapter alone is more than justification for the purchase of this title.

For those familiar with the earlier references, this new book covers WWII to the same or higher level as Taylor & Hodges well regarded tome; and expands this up the present day.

I also found the section on Formation Signs of great help as it has been hard to get this information in one title up until now. Finally we have these covering the period from WWI until present in one place. These are well illustrated in full colour and described by knowledgeable text.

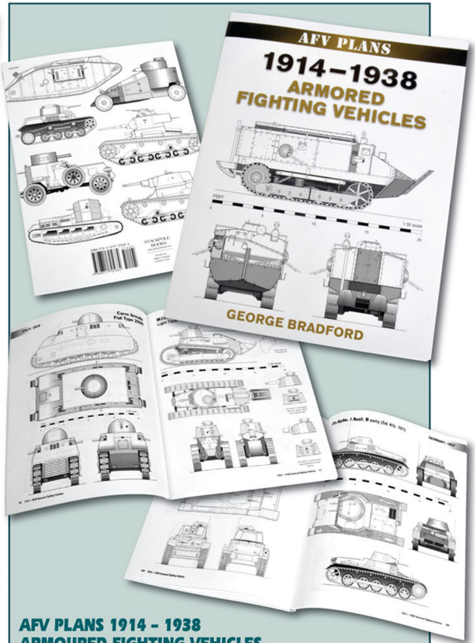
After reading Volume 3 I look forward to Dick Taylor's Vol 4; and also his forthcoming title on British Army AFV Crewmen of WWII.

I would recommend this book for those with an interest in British military vehicles whether as a modeller, historian or collector. It is well written, superbly researched and presented in an easy to read manner. I believe that all three titles will become an essential reference for modellers and students of British armour and I eagerly await the follow on titles.

Highly Recommended.

Available online from Mushroom Model Publications www.mmpbooks.com

Al Bowie



AFV PLANS 1914 – 1938 ARMOURED FIGHTING VEHICLES

BY GEORGE BRADFORD

ISBN 978-0-8117-0568-4
STACKPOLE BOOKS

This book is another in the series of scale plans of AFVs by George Bradford and covers the period 1914 – 1938.

Featuring black and white scale drawings in the three popular AFV modelling scales – 1/35, 1/48 and 1/72, 122 vehicles are depicted from Great Britain, Belgium, France, Russia, Canada, Italy, Germany, USA, Poland, Czechoslovakia, Japan, Sweden, Romania and Holland.

The book starts with the 1914 Rolls Royce Armoured Car, through the AFVs and armoured vehicles of WWI – including the MK1 and Mk IV, the Whippet, the Schneider and A7V – and through the interwar development years of the 1920s and 1930s. Some of the other vehicles depicted include the Fiat 3000, the T series tanks from Russia (T-24, T-26, T-27, T-28 and T-35) as well as numerous armoured cars and AFVs from Great Britain, Germany, Russia, Poland and the US.

The final images cover the years leading up to the start of WWII and include those vehicles that saw service into WWII, including the Char B1, The M2 and the PzKpfw IV.

A useful guide for the modeller is a scale conversion chart at the front of the book. This shows the percentages to change the drawings when photocopied to produce them in different scales. Each drawing shows side, overhead, front and rear views, with some smaller vehicles showing up to 8 views.

There are also small detail drawings such as dashboards, machine gun mounts and turrets depicted on certain vehicles. A scale bar is included for easy reference as well as a scale indicator for the particular vehicle.

This is an extremely good book for the modeller and provides a great starting point for the scratch builder and detailer alike.

Recommended.

Available online from Casemate UK www.casematepublishing.co.uk

Greg Neal

GERMAN ARMY GRENADIER 1944-45

BY STEPHEN ANDREW
ISBN 978-0-9567900-0-2
LANDSER BOOKS

If you are a figure painter or just interested in German WWII uniforms, then this book will be perfect for you.
Stephen Andrew's "German Army Grenadier 1944-45" comes in A4 size, soft cover format, with thirty three pages, fifteen of which are excellent colour art plates showing the various uniforms and equipment used by German Army Grenadiers. These images are accompanied by helpful descriptions and explanations, and also artwork of the different unit insignias.
Stephen Andrew is a very talented artist. His art has been used in the works of several publishers, Osprey being one.
This is a welcome publication that appears to be the first of a series. I am looking forward to future titles.
I highly recommend this book to all enthusiasts of German uniforms, figure painters and modellers.
Highly Recommended.
Available online from Landser Books www.landserbooks.com
Andrew Judson

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I know that this book is not new, but even so I think it deserves a review. Published in 2003 and written by Frantisek Koran and Frantisek Syroka, this remains one of the best reference books about the T-54 and T-55 available today. When WWP says "detail", they really mean "detail" and this book is a great example of that. The walkarounds are absolutely great and no area has been left behind or neglected.
But if you think that this book is a gigantic walkaround you are wrong. There is a chapter with lots of pictures covering these tanks in action from Czechoslovakia in 1968, Vietnam in 1975, Balkans from 1998 to 2001, Afghanistan from 2001 to 2002, Georgia in 2002 and Iraq in 1991 and 2003. There are also lots of pictures covering the Serbian "Rubber Armour T". The pictures are amazing and show several Serbian T-55s gathered after the armistice in 1996. Some of the tanks in those pictures have the track links installed back the front, not as prescribed! Also, the extra rubber armour looks awesome and is pure inspiration for a scale model.
In this book we also find walkarounds of the T-54A, T-54B, T-54M. T-54K, T-55, T-55M, T-55AM1, T-54AM2, T-55AM2 and a great chapter discussing construction, accessories and support vehicles.
The T-54 and T-55 are true classics and sooner or later you will build one, so this book is a must have for every "T Family" enthusiasts and for the most demanding modeller.
Highly Recommended.
Thanks to Wings and Wheels Publications for the sample www.wwpbooks.com
José Brito

PAINTING HORSES, A MODELLING MANUAL

ISBN: 0788496527478
ANDREA PRESS

Andrea is well known for their excellent range of white metal and resin figures, and have also published some great "how-to" books. Andrea Press is now adding to this range with their new title, "Painting Horses".
The book is presented in A4, soft cover format, with 63 glossy pages, and fantastic colour photos throughout.
This book covers how to paint a model horse from basic techniques up to advanced, with great step-by-step tutorials. The subject range is good, from a horse on its own to many historical subjects, and also on different breeds of horse and their colours.
The painters, Julio Cabos, Jose Delso and Jose Palomares, are all well known, world-class figure modellers. At the end of the book is a two-page gallery with some splendid finished works that are stunning to look at.
This is a great book if you want to paint up a horse and give it that extra touch as I will be soon, with a mounted Samurai Archer. Now that's going to be a challenge, but this book will definitely be a helpful guide for the horse!
Highly Recommended.
Available online from Casemate UK www.casematepublishing.co.uk
Andrew Judson

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When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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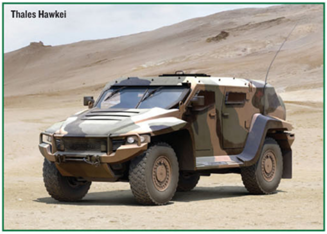
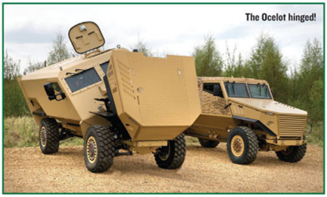
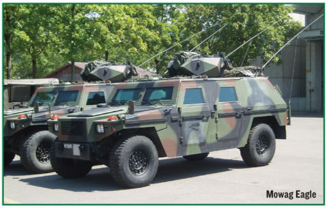

Thales Hawkei


The Ocelot hinged!


Mowag Eagle

Thales Australia has delivered two prototypes of its groundbreaking Hawkei vehicle to Australia's Department of Defence.

The vehicles are being submitted for verification and validation under the Department's LAND 121 Phase 4 program, which will replace part of the Army's ageing fleet of Land Rovers with light protected mobility vehicles.

Chris Jenkins, Thales Australia's CEO, said the delivery marked a significant chapter in a rapid development program that had made full use of the company's protected mobility expertise.

"The Hawkei is an impressive vehicle that has been developed to meet the specific operational requirements of the Australian Defence Force," he said.

"We have leveraged the experience gained on the highly successful Bushmaster program, and teamed with world-class partners including Plasan, Boeing Defence Australia and the PAC Group, to deliver a unique, innovative, and high performance vehicle to the Commonwealth.

"The speed the Hawkei team has demonstrated to develop these prototypes shows that we have the capability to manufacture and deliver this cost-effective and versatile vehicle in response to urgent requirements, as Australia's only genuinely local manufacturer of protected mobility vehicles."

The Hawkei is characterised by a large protected interior space for crew, equipment and stores; four doors for easy access; Bushmaster levels of blast and ballistic protection; advanced technology for rapid up-armouring in the field; and straightforward reconfiguration between variants.

Also vying for the LAND 121 Phase 4 Protected Mobility Vehicle-Light (PMV-L) programme is the Ocelot 4x4 highly protected light vehicle, marketed by Force Protection Australasia Ltd.

A third company, General Dynamics Land Systems Australia Ltd, is competing with their Mowag AG Eagle IV.

The successful company will land a manufacturing contract for up to 1300 wheeled 4x4 vehicles to replace the Australian Army's lomg-serving fleet of Land Rovers.

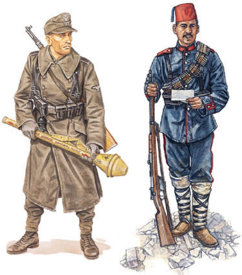


FIGURE ART FROM MEN-AT-ARMS SERIES NOW AVAILABLE TO OSPREY ONLINE MEMBERS

Figure art from the Men-at-Arms series is now available online as part of Osprey Publishing's membership system.

Over the last couple of weeks, the final pieces of artwork have been uploaded, the last captions typed up, and the last bugs fixed as Osprey prepared for the most requested and anticipated addition to their membership system, the Men-at-Arms artwork. Men-at-Arms has been running for over 40 years and has racked up 470 titles, but this is probably the most ambitious step in its history. Digitizing the artwork plates has taken the best part of two years. There are now more than 3,700 figure plates available to view - that's around 11,000 different soldiers.

Current Osprey members can now log in and browse through all of the Men-at-Arms content as part of their original subscription. Subscriptions start at £3 a month.

To find out more, or to become an Osprey member visit: www.ospreypublishing.com/members/

In addition to gaining access to hundreds of maps, thousands of figure plates, aircraft profiles artwork from their New Vanguard and Duel series, members also receive discounts on all Osprey books, 15% off for Silver members and 30% off for Gold members. Plus, members get loads of other benefits, including free ebook offers and special competitions!

To view a demonstration of the membership system, visit: www.youtube.com/watch?v=PYQL6K4tOuM

NEW CHURCHILL MK.VII BACKDATE SET FROM INSIDE THE ARMOUR

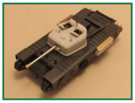
Inside the Armour has announced a surprise new release, item no. 35014 Churchill MkVII / Crocodile Backdate.

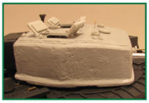
This is a conversion set for the 1:35 scale Tamiya Mk.VII or Crocodile Churchill to make it correct for early Mk.VII-based tanks sent to North West Europe.

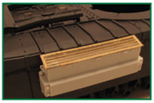
Features include:

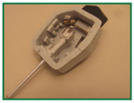
- All new resin turret featuring low profile cupola, with the bumps either side of the mantlet absent
- Realistic cast texture on the turret
- Foundry casting marks
- Hatch latches missing from the kit version
- New turret hatches
- Etched covers for the commander's periscopes
- Corrected armoured mount for the coaxial Besa
- Turned 75mm and Besa barrels
- New side air intakes with etched grills and missing the three armoured covers
- Replacement etched deck hatch handles
- Etched early vane site
- Etched brackets for the rear POL stowage
- Etched rain guards for the side escape doors
- Basic turret interior; including breech, radio, radio stowage and more

This conversion is only available direct from Inside the Armour. The website address is www.insidethearmour.com





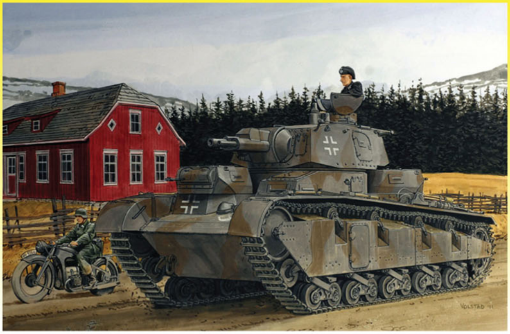


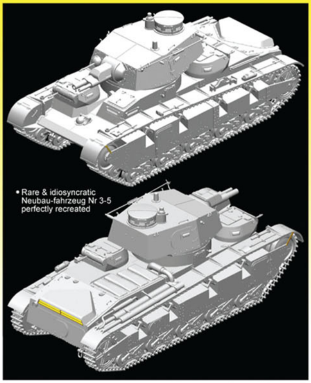


1:35 '39-'45 SERIES

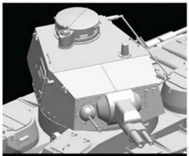
Neubau-Fahrzeug Nr.3-5

Rheinmetall-Fahrestell und Krupp-Turm Geänderte MG-Türme

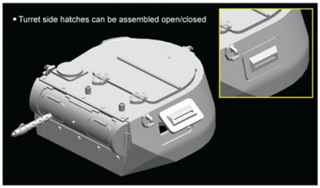




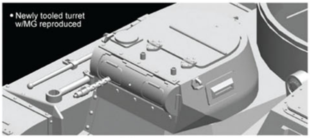
- Rare & idiosyncratic Neubau-fahrzeug Nr 3-5 perfectly recreated



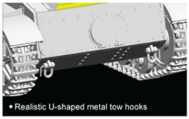
- Delicate 7.5cm KwK L/24 and 3.7KwK L/45 produced
- Movable, upgraded frontal MG
- Turret can be rotated at different angles



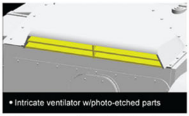
- Turret side hatches can be assembled open/closed



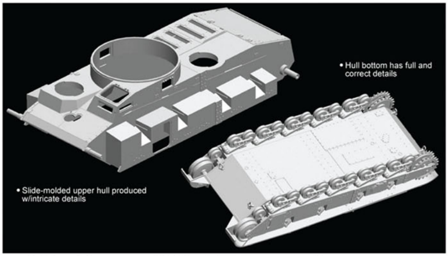
- Newly tooled turret w/MG reproduced



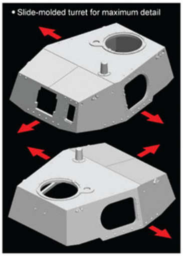
- Realistic U-shaped metal tow hooks



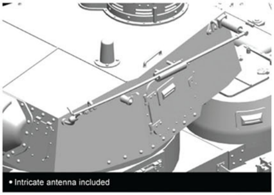
- Intricate ventilator w/photo-etched parts



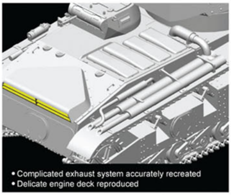
- Hull bottom has full and correct details
- Slide-molded upper hull produced w/intricate details



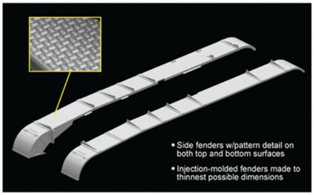
- Slide-molded turret for maximum detail



- Intricate antenna included

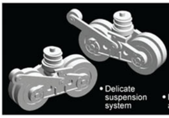


- Complicated exhaust system accurately recreated
- Delicate engine deck reproduced

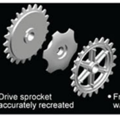


- Side fenders w/pattern detail on both top and bottom surfaces
- Injection-molded fenders made to thinnest possible dimensions

- Injection-molded on-vehicle tools

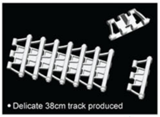


- Delicate suspension system



- Drive sprocket accurately recreated

- Front idler wheels w/details on both sides



- Delicate 38cm track produced

D6690

DRAGON

Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG
See the full Dragon range at www.hobbyco.net
Dragon models are available from all good model shops

THE HOBBY COMPANY LIMITED
www.hobbyco.net

M1 SUPER SHERMAN

Defeating Goliath's Armor

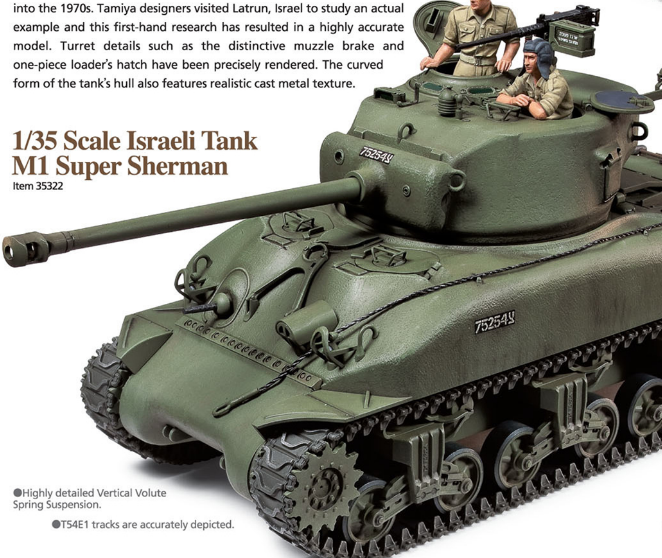
Following Israel's declaration of independence in 1948, the Israeli Defense Forces chose the M4 Sherman as its first mainstay tank. However, most of their initial Shermans were armed with either the 75mm gun or 105mm howitzer, which were ineffective against the T-34/85 tanks that were fielded by Arab armies in 1956. In response, the IDF purchased M4A1 tanks from France. These were armed with the more powerful 76mm M1 gun and were thus designated by the IDF as M1 Super Shermans. Tamiya's 1/35 Scale Military Miniature Series kit depicts this tank, which served the IDF from the Suez Crisis in October 1956 until well into the 1970s. Tamiya designers visited Latrun, Israel to study an actual example and this first-hand research has resulted in a highly accurate model. Turret details such as the distinctive muzzle brake and one-piece loader's hatch have been precisely rendered. The curved form of the tank's hull also features realistic cast metal texture.

1/35 SCALE

Length: 210mm

1/35 Scale Israeli Tank M1 Super Sherman

Item 35322



- 3 marking options are included.
- Comes with commander and loader figures.
- Highly detailed Vertical Volute Spring Suspension.
- T54E1 tracks are accurately depicted.

Image is courtesy of The Armored Corps Memorial Site and Museum at Latrun.

The Armored Corps Memorial Site and Museum at Latrun is located in central Israel and has over 100 IDF and captured tanks in its collection. The site also features a memorial to fallen Armored Corps soldiers.

- Images show assembled and painted model kit.
- Product may vary from images shown.

©2011 TAMIYA

1/35 Scale Sherman Lineage

Tamiya's 1/35 MM Series also offers kits of the early-production M4 and late-production 75mm and 105mm gun-armed M4A3s to enable modelers to build some of the M1 Super Sherman's predecessors.

Item 35190

U.S. M4 Sherman (Early Production)

Item 35250

U.S. M4A3 Sherman Late Production 75mm Gun (Frontline Breakthrough)

Item 35251

U.S. M4A3 Sherman 105mm Howitzer (Assault Support)

TAMIYA
TAMIYA,INC. 3-7 ONDAWARA,SURUGA-KU,
SHIZUOKA 422-8610 JAPAN